

**PRELIMINARY FINAL REPORT ON
FLEET MAINTENANCE FACILITY PLANNING
AND CONSOLIDATION EVALUATION**

FOR

**CITY OF ROCHESTER
MINNESOTA**



November 2007

DRAFT



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November 15, 2007

Mr. Richard Freese
Director, Public Works
City of Rochester
201 4th Street SE
Rochester, MN 55904

Dear Mr. Freese:

In accordance with our proposal dated May 6, 2007, Chatham Consulting, Inc. is pleased to submit this **Preliminary Final Draft Report** on the **Fleet Maintenance Facility Planning and Consolidation Evaluation Study** that we conducted for the City of Rochester. This evaluation was prompted by the need for:

1. Additional maintenance and storage facility space for both the Transit and Public Works fleet operations that resulted from increases in fleet size and limitations of existing facilities.
2. Examination of the costs and benefits of consolidating fleet maintenance activities at single location to gain efficiencies of scale.

Among the findings of this study are the following:

- The City of Rochester has a diversified fleet that totals 712 units and which are managed on a decentralized basis by multiple City organizations.
- The City has 16 full time equivalent (FTE) employees that are engaged in fleet maintenance and support activities, while the private contractors responsible for maintenance of the two Transit fleets have respectively 6 FTEs for servicing the City's fixed route fleet and 2¼ FTEs servicing the City's demand route fleet and several contractor owned vehicles.
- The City departments and Rochester Public Utilities (RPU) have a total of 15 maintenance bays plus 9 wash or storage bays for fleet operations, while the private contractors have 19 work bays.

- We examined several potential consolidation scenarios involving combinations of the Transit, Municipal, Fire, Police, Park, and RPU fleets. Please note that “Municipal Shop” refers to a shop servicing not only Public Works vehicles, but also various administrative fleet vehicles like Library, Animal control, etc.)
- We found that a 16 work-bay maintenance facility with two additional bays for welding and vehicle washing would have sufficient capacity to accommodate:
 - The critical of both the Transit and Municipal fleets now and into the future, if operated with one work shift only. (Critical vehicles are mission critical vehicles and would include such units as the heavy trucks and equipment for Public Works and RPU and emergency units for Fire and Police.)
 - Any combination of Transit, Municipal, RPU, Police and Parks fleets now and into the future, if operated with two work shifts.
- Furthermore, we estimate that about 13 to 15 mechanics would be needed for such a facility.
- We estimate that a site plan with sufficient space for the Centralized Maintenance facility, traffic circulation, and support facilities like bus storage, bus washes and vehicle fueling would need approximately 11 acres and be about 800 ft. wide by 600 ft. deep.
- Estimated construction costs for the maintenance and support facilities for 2008 total \$9.4 million as tabulated in the chart below.

| Estimated 2008 Construction Costs For New Transit and Municipal Fleet Maintenance Complex (a) | |
|---|--------------------|
| Item | Amount (b) |
| Maintenance Facility | \$4,858,700 |
| Bus Storage Facility | \$3,539,100 |
| Bus Wash and Vacuum Facility | \$766,000 |
| Fuel Station | \$220,000 |
| Total | \$9,383,800 |
| Note: (a) Excludes site development costs which are unknown at this time. (b) Includes 10% contingency. | |

- We estimate that the City will save \$186,600 per year if it were to substitute City maintenance for private contractor maintenance of the Transit fleet and consolidate these maintenance operations with those of Public Works.
 - The savings in rates, fees and other charges from this action will more than offset the amortization of the costs of constructing new consolidated vehicle maintenance and support facilities for Transit.
- As alternative, we examined constructing a 12 bay facility and operating it with two shifts in lieu of constructing a 16 bay facility and operating it with two shifts.

- While the 12-bay facility would cost \$0.8 million less to construct, the local share of average annual costs to operate and amortize its construction costs would be about 0.4% greater than the 16-bay facility because of added supervisory and pay differential costs.

We thank you for the opportunity to conduct this study, and the excellent cooperation provided by the City of Rochester, in particular the staff of its Public Works Department. Should you have any questions on the results of this study, please give me a call.

Very truly yours,

PRELIMINARY FINAL

Sal Bibona
President

EXECUTIVE SUMMARY

BACKGROUND AND OBJECTIVES

This report presents the results of the Fleet Maintenance Facility Planning and Consolidation Evaluation that Chatham Consulting, Inc. conducted for the City of Rochester, MN regarding the City's 712-unit fleet operations. The purpose was to evaluate the optimum method of consolidating maintenance of the City's fleet services:

- Public Works,
- Rochester Public Utilities (RPU), and
- Transit Bus operations.

This evaluation was prompted by the need for:

1. Additional maintenance and storage facility space for both the Transit and Public Works fleet operations that resulted from increases in fleet size and limitations of existing facilities.
2. Examination of the costs and benefits of consolidating fleet maintenance activities at single location to gain efficiencies of scale.

APPROACH

The size of a fleet maintenance facility is dependent on several factors such as: the size, composition, age and complexity of the fleet to be serviced, the amount and type of maintenance work to be done, the productivity of the work force, and the number of work shifts to be operated. Our approach consisted of documenting, quantifying and analyzing these factors; interviewing key stakeholders; estimating staffing requirements for several consolidation scenarios based on work load and Maintenance and Repair Unit (MRU) vehicle equivalency analysis; observing existing maintenance operations; developing illustrative facility layout and site plan layouts; estimating construction costs; analyzing the costs and benefits of consolidated vehicle maintenance; and, applying our experience and knowledge of best fleet management practices

OVERVIEW OF EXISTING FLEET OPERATIONS AND MAINTENANCE

The City of Rochester has a diversified fleet that totals 712 units and which are managed on a decentralized basis by multiple City organizations. Rochester Public Utilities (RPU) has the largest fleet with over 170 vehicles and equipment units. Street Maintenance with nearly 100 units has the second largest. In addition, the City owns 44 Transit buses that are maintained and operated by two local private contractors. The City spends millions of dollars per year for maintenance and operation of all these fleets.

The six City agencies and two private sector organizations responsible for fleet maintenance have a total of 32 full time equivalent (FTE) employees that are engaged in fleet maintenance and support activities. They use 43 facility bays consisting of 34 maintenance bays and 9 wash or storage bays. The City departments and RPU have a total of 15 maintenance bays plus 9 wash or storage bays.

A synopsis of the current facilities follows:

- The Public Works “Street Maintenance” at 1602 Fourth Street SE. is approximately 66 years old, has six maintenance bays and is equipped with four lifts. There are plans by the City to sell this site and relocate fleet maintenance and other Public Works activities to a new site.
- The Park and Recreation Department has a two-bay fleet maintenance shop to service its 94-unit fleet and is located at the Department’s East Center Street site.
- The Rochester Police Department shares with the County Sheriff a maintenance shop that is located on the ground floor of the County Law Enforcement Center building.
- The Rochester Fire Department has a single mechanic who travels to each of the four City’s fire stations to service the Department’s fire engines, apparatus, rescue and other units. While some automotive parts are stored at Fire Stations 1 and 2, there are no work bays dedicated to fire truck maintenance.
- The Water Reclamation Plant (WRP) has a four-bay vehicle storage facility at its NW 37th Street plant site and where only light maintenance of fleet vehicles is performed.
- Rochester Public Utilities has a five-bay facility available to service its 172-unit fleet at RPU’s East River Road service center.
- The Rochester City Bus Lines (RCL) services and operates the City’s fixed route buses. Its maintenance and storage facilities were built in the 1960’s and early 1970’s and are located at 1825 North Broadway. RCL’s maintenance facility has nine maintenance/wash bays. The storage facility has space for 33 buses and is past its capacity to accommodate the inside storage of the City’s current bus fleet. The current site is virtually landlocked.
- Rochester Transportation Systems (RTS) that services and operates the City’s demand route buses has recently opened a high bay storage/maintenance facility that is located near the Rochester Airport. The facility can accommodate ten or more vehicles for servicing and is equipped with three floor mounted light vehicle lifts.

ESTIMATED SPACE REQUIREMENTS

To estimate the amount of space needed for a future vehicle maintenance facility, we analyzed

current fleet maintenance activities and patterns, forecasted future fleet growth, conducted a vehicle equivalency analysis based on MRU factors, and applied various industry ratios.

Work Order Patterns

Our analysis of available work order data available indicated that:

- About 43% of the time of Public Works Street Maintenance mechanics was for scheduled work such as oil changes, D.O.T. Inspections and preventive maintenance inspections.
- Nevertheless, the direct hours they charged produce a mechanic utilization rate of only 39%, which is much less than the 60% to 70% they should be charging out of the 2080 hours in the year.
 - Part of this low rate may be attributable to mechanics not fully recording their time properly, and spending time preparing vehicles for snow storms while not charging this time directly to the vehicle.
 - However, we also believe that work force management practices also play significant role in causing such a low rate.
- Aerial buckets and digger derricks were the most labor intensive of the vehicles serviced by RPU and averaged 100 and 130 hours each per year respectively to maintain.
- RPU mechanics achieve a 63% utilization rate, and spend nearly 60 percent of their direct work time servicing pickups, aerial units and digger derricks.
- RCL mechanic hours charged to servicing City Transit vehicles amounted to only 2.1 FTEs, which is low given the size of the City bus fleet that RCL services.
- Additional data from payroll accounting records revealed that RCL mechanics spend more of their time (about 60%) servicing the non-Transit fleet (i.e. charter and commuter bus maintenance) than they do of the Transit fleet.
- Yet, Yard helpers and Bus Washers charged virtually all of their shop time to the servicing of the Transit fleet than non-Transit fleet. (This is being reviewed by the City.)

Forecasted Mechanic and Facility Needs

The number of maintenance and repair bays needed is a function of the number of mechanics required and the number of work shifts being operated. We examined several potential consolidation scenarios involving combinations of the Transit, Municipal, Fire, Police, Park, and RPU fleets. We found:

- For the current year fleet, about 18½ mechanics and 25 work bays would be needed to maintain the *entire* City owned fleet (including the Utilities and Transit operations) in-house on a one-shift operation. A two-shift operation would need just 13 work bays.

- If consolidation of the current fleet were limited to just the Transit and Municipal fleets, about 12 mechanics and about 15 bays for a one-shift or 9 bays for a two-shift operation would be needed. (Please note that “Municipal Shop” refers to a shop servicing not only Public Works vehicles, but also various administrative fleet vehicles like Engineering and Sewer, etc.)
- At ten years into the future, the mechanic estimate for the entire City owned fleet increases to 23, while the work bay estimate increases to 31 for a one-shift operation and to 15 for a two-shift operation.
- Similarly, serving only a consolidated Transit and Municipal fleet operation in the future would require about 15 mechanics and either about 19 bays for a one-shift or 9 bays for a two-shift operation.
- If the maintenance activities were limited to serving just critical units that support the primary mission of the agency, such as heavy trucks and equipment for Public Works and RPU and emergency units for Fire and Police, the mechanic and work bay requirements would be about 15 to 20 percent less, depending on the fleet involved.
- A 25 percent overbuild for a transit maintenance facility provides only two additional work bays, and these would not be sufficient to fully accommodate the maintenance of the Municipal fleet.

Specialty bays for welding and washing would be in addition to the work bay requirements described above.

ILLUSTRATIVE LAYOUTS AND COSTS ESTIMATES

We developed illustrative layouts and estimated the construction costs for a new Centralized Transit and Municipal Fleet maintenance facility and site complex. The layouts are intended for illustrative purposes only. Local building codes will dictate minimum space and site plan requirements. The costs estimates were based primarily on construction cost data published by R.S. Means® for 2006 and subsequently factored up to 2008 prices.

The maintenance facility illustrated in this report consists of 16 work bays and two additional bays for welding and vehicle washing. The new facility is 276 ft. wide by 106 ft. deep by 28 ft. high; and, has a total ground floor area of 29,300 sq. feet. This facility can service various combinations of fleet vehicles in the future depending on the number of work shifts it operates and the amount of work done in-house. Furthermore, the facility should have enough capacity to accommodate:

- The critical vehicles of both the Transit and Municipal fleets now and into the future, if operated with one work shift only.

- Any combination of Transit, Municipal, RPU, Police and Parks fleets now and into the future, if operated with two work shifts.

The site plan illustrated consists of 11 acres and is 800 ft. wide by 600 ft. deep for an area of about 11 acres. The plan includes sufficient space for the Centralized Maintenance facility, traffic circulation, and support facilities like bus storage, bus washing and vehicle fueling.

The total construction cost estimated for 2008 for the maintenance and support facilities is \$9.4 million as tabulated in the chart below.

| Estimated 2008 Construction Costs For New Transit and Municipal Fleet Maintenance Complex (a) | |
|---|--------------------|
| Item | Amount (b) |
| Maintenance Facility | \$4,858,700 |
| Bus Storage Facility | \$3,539,100 |
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CENTRALIZATION IMPACTS

The most logical areas to centralize fleet operations are with the Public Works and Transit fleets, since both operations will need additional fleet maintenance and repair capacity. The Public Works facility is on land that has been sold and will be vacated in the future. The Transit fleet is expanding and has already outgrown existing storage facilities for the fixed route fleet. Additional maintenance and storage space will be needed in future years to meet the goals of the recently published Transit Development Program.

We estimate that the City will save \$186,400 per year if it were to substitute City maintenance for private contractor maintenance of the Transit fleet and consolidate these maintenance operations with those of Public Works. The savings in rates, fees and other charges from this action will more than offset the financing of land acquisition costs and the amortization of the costs of constructing new consolidated vehicle maintenance and support facilities for Transit.

Regardless, of the ultimate centralization plan the City chooses to pursue, we would recommend that a centralized fleet management function:

- Obtain modern and user friendly fleet management software capable of inventorying and measuring the utilization of the entire City-owned fleet vehicles regardless whether they are maintained on a centralized basis.
 - The new system should also be used to monitor shop performance and the life-cycle costs of the vehicle and equipment fleet.

- “Earn” the business of each user fleets it intends to serve.
- Develop service level agreements with its fleet customers.

OTHER CONSIDERATIONS

One Versus Two Shift Operation

We also examined as an alternative constructing a smaller facility with 12 work bays and operating it with two shifts in lieu of constructing the larger facility 16 bay facility described above. The addition of a second shift can increase the effective capacity of a facility, as well as reduce vehicle downtime and the number of spare units since vehicles could be serviced in the second shift when they would not normally being needed for service.

On the other hand, the use of a second shift brings other challenges. Maintenance and repair work now must be coordinated between the two shifts. Additional supervision will be needed, and mechanics may need to be paid incentives to work on a second shift.

We compared the average annual costs of constructing and staffing each facility. The estimated costs of constructing a 12-bay facility are \$4.1 million, which is \$0.8 million less than the \$4.9 million that had been estimated for a 16-bay facility. However, after taking into account matching funds available for the transit portion of the facility costs, the difference in the local share of construction costs is less than \$0.5 million.

On the other hand, the costs to staff a two shift operation will be greater than those for a one shift operation because of the added supervision and pay differentials needed for the second shift. We found that the combined annual costs of the 12-bay facility (with two shifts) are slightly more expensive (by about 0.4%) than those of the 16-bay facility (with one shift) as summarized in the table below.

| Comparison of Average Annual Costs Of 12 Bay versus 16-Bay Facility in 2008 | | | |
|--|----------------------------------|-----------------------------------|-------------------|
| Item | 16-Bay With One Shift | 12-Bay With Two Shifts | Difference |
| Amortization of Local Share Costs | \$244,600 | \$202,800 | -\$41,200 |
| Annual Staff Expenses | \$1,373,000 | \$1,421,400 | \$48,400 |
| Total | \$1,617,000 | \$1,624,200 | \$7,200 |

Spare Vehicle Ratios

Managing fleet size in relation to service levels is an important management and resource allocation consideration. Transit managers, the Federal Transit Administration (FTA) and many state agencies review spare ratios to evaluate the effectiveness of fleet management and whether a transit agency needs financial assistance to acquire new buses for fleet additions and replacements.

Accordingly, the Federal Transit Administration sponsored research in 1995 to document and examine the critical site specific variables that affect the number of spare vehicles that bus systems need to maintain maximum service requirements. The study found that the variables affecting the need for spare buses were multiple, complex, and interrelated. The most commonly cited ones were:

- Maintenance Programs
- Road calls
- Operating Environment
- Vehicles per Mechanic
- Annual Bus Mileage
- ADA and Alternative-Fuel Buses
- Bus Operating Speeds
- Management and Finance
- Ridership Fluctuations
- Bus Purchase/Retirement Schedule
- Service/Route Adjustments
- Inventory Management
- Age of Fleet Maintenance
- Training
- Peak-to-Base Ratio
- Bus Back-up for Rail Service
- Disruptions
- Fleet Mix of Makes and Models

The study also noted:

“If a bus transit system has been able to purchase buses regularly, has had relatively few makes and models in its inventory, has been able to maintain or increase ridership, has had strong preventive maintenance programs, including midlife overhaul of buses, and has provided specialized and continual training to its maintenance staff, the chances are high that it will need fewer spare buses than those allowed by the FTA 20 percent guideline and fewer spare buses than the average or median industry index.

Peak-to-Base Ratio

The study also examined the impact of the Peak-to-Base ratio on maintenance service schedules. (This is the ratio between the number of revenue vehicles operating in passenger service during the peak period and the number of revenue vehicles operating in service during the base period.)

The study found:

“While this indicator can have an impact on maintenance service schedules, the results of the study showed that many bus systems are already performing maintenance on the day shifts, even if they do not have a large number of buses in the house. There were wide variations in the peak-to-base ratio as compared with the spare ratio. However, it appeared to give an agency some edge if preventive maintenance could be performed in the first shift without impacting service requirements.”

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Appendix A: Fleet Inventory and MRU Analyses

- A-1 Fleet Inventory
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- B-1 Public Works Fleet Maintenance Facility
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I. INTRODUCTION

BACKGROUND AND OBJECTIVES

The City of Rochester, Minnesota engaged Chatham Consulting, Inc. to conduct an independent review of the City's fleet maintenance facility requirements. The goal of this review was to evaluate the optimum method of consolidating maintenance of the City's principal fleet operations:

- Public Works (Street Maintenance),
- Municipal fleet,
- Rochester Public Utilities (RPU), and
- Transit Bus operations.

Currently, the City of Rochester owns 712 vehicles, mobile equipment and trailer units. These units are separately managed and maintained by six different City agencies and two private sector firms for the Transit fleet.

Given the significant size, complexity and diversity of its fleet, the City of Rochester as part of its infrastructure planning efforts is exploring the potential of centralizing fleet maintenance into a single operation to gain possible economies of scale. This evaluation has been prompted by:

1. The need for additional maintenance and storage facility space for both the Transit and Public Works fleets resulting from the anticipated increases in fleet size and limitations of existing facilities, in particular those for the Transit and Public Works fleets.
2. The need for an examination of the costs and benefits of consolidating fleet maintenance activities at one location to gain efficiencies of scale.

Since such a consolidation will have organizational, economic and operational impacts, the City sought independent professional consulting assistance to objectively evaluate the cost-effectiveness of potential centralizations options. Accordingly, the City developed the following ten objectives for this evaluation.

1. Evaluate the organizational structure of each agency's fleet maintenance operations.
2. Evaluate current fleet staffing levels of each agency's fleet maintenance operations.

3. Evaluate the type of fleet vehicles utilized by each agency to determine their “compatibility” for consolidation into a joint fleet maintenance operation.
4. Evaluate the “critical service” equipment utilized by each agency to determine their “compatibility” for consolidation into a joint fleet maintenance operation.
5. Determine the initial and optimum size for each agency’s fleet maintenance facilities.
6. Determine the initial and optimum size for the fleet maintenance facilities of a Consolidated Fleet Services operation for Public Works, Fire and RPU.
7. Determine the initial and optimum size for the fleet maintenance facilities of a Consolidated Fleet Services operation for Public Works, Fire, RPU and Transit.
8. Identify the real capital cost and operating cost savings associated with the consolidation of Public Works, Fire and RPU fleet maintenance.
9. Identify the real capital cost and operating cost savings associated with the consolidation of Public Works, Fire, RPU and Transit fleet maintenance
10. Utilize the results of items 1 through 9 to evaluate the advantages and disadvantages of the consolidation of Fleet Services

APPROACH

The size of a fleet maintenance facility is dependent on several factors that include: the size, composition, complexity and age of the fleet to be serviced, the amount and type of maintenance work to be done, the productivity of the work force, and the number of work shifts to be operated. Our approach consisted of documenting, quantifying and analyzing these factors to estimate maintenance needs and the organizational, physical and economic resources required for optimum fleet maintenance. It included such tasks as:

- Compilation of statistical, cost and operational data;
- Interviews of key stakeholders and users of fleet services such as: Administration, Finance/Information Systems, Fire Department, Park and Recreation, Police Department, Public Transportation, Public Works, Rochester City Bus Lines, Rochester Public Utilities, Rochester Transportation Services, and the Water Reclamation Plant;
- Physical inspections and familiarizations with the City’s vehicle maintenance and storage facilities at: Street Maintenance Building (Fourth Street SE), North Shop (West River Parkway), Police & Sheriff Shop (Law Enforcement Center at Fourth Street SE) Water

Reclamation Plant (NW 37th Street), Park and Recreation (East Center Street) and Rochester Public Utilities (East River Road);

- Visits to the fleet maintenance facilities of the Rochester City Bus Lines (Broadway) and Rochester Transportation Service (Enterprise Drive SW);
- Analysis of available work order data to document existing workload patterns;
- MRU vehicle equivalency analysis to estimate mechanic and work bay requirements;
- Application of transit industry benchmarks to review transit facility requirements;
- Estimation of construction costs for new maintenance and support facilities;
- Comparison of the costs, advantages and disadvantages of centralization;
- Application of consultant experience and knowledge of best fleet management practices;
- Development of recommendations on optimum consolidation alternative; and,
- Report preparation and presentation.

ORGANIZATION OF REPORT

This report is divided into the following chapters:

Executive Summary - Summarizes the study results.

I. Introduction - Outlines the study background, objectives and approach and the organization of this report.

II. Fleet Operations and Maintenance Overview - Provides background information on the City fleet, maintenance operations and vehicle maintenance facilities.

III. Estimated Space Requirements - Analyzes vehicle maintenance and repair workload and trends in fleet size and composition to project the amount of mechanics, work bays and support space needed for future fleet maintenance operations for several consolidation scenarios. Also, estimates space needs for supporting bus storage, bus wash, and fueling facilities.

IV. Illustrative Layouts and Cost Estimates - Provides illustrative layouts and site plans for a new City vehicle maintenance garage and support facilities. Also, develops cost estimates for the constructing and equipping a proposed maintenance facility.

V. Centralization Impacts – Examines the potential advantages and disadvantages attributable

to centralization and develops recommendations for Rochester. Also, estimates the costs and savings of constructing and operating a new vehicle maintenance complex in lieu of obtaining maintenance and storage service from local contractors.

II. FLEET OPERATIONS AND MAINTENANCE OVERVIEW

EXISTING FLEET OPERATIONS

Fleet Size and Composition

The City of Rochester has a diversified and decentralized fleet operation that totals 712 units. (See Appendix table A-1 in Appendix A for a complete listing of the fleet inventory.) By diversified we mean that the fleet ranges from light vehicles such as automobiles, vans and pickups to heavy trucks, transit buses, construction equipment, and trailers, as summarized by major group in Chart 1 below

| Chart 1: Fleet Count by Group | | |
|--------------------------------------|--------------|----------------|
| Group | Count | Percent |
| Light Vehicles | 198 | 27.8% |
| Grounds Equipment | 130 | 18.3% |
| Heavy Trucks | 107 | 15.0% |
| Trailers | 50 | 7.0% |
| Small Equipment | 45 | 6.3% |
| Emergency Light Vehicles | 44 | 6.2% |
| Heavy Equipment | 42 | 5.9% |
| Transit Fixed Route Bus | 39 | 5.5% |
| Industrial Equipment | 33 | 4.6% |
| Emergency Trucks | 14 | 2.0% |
| Medium Trucks | 5 | 0.7% |
| Transit Demand Route Bus | 5 | 0.7% |
| Total | 712 | 100.0% |

Fleet Decentralization

Decentralized means that multiple departments manage their own rolling stock and most decisions which impact fleet management are not made by a centralized authority. These processes include: acquisition, maintenance, use, storage and disposal of units. Additionally, they include fleet information systems, staffing, capital planning and maintenance facilities. While the scope of our study focuses on the facility planning aspects of fleet management, the City will eventually need to take into account these other fleet processes to operate in a most cost efficient and effective manner.

As summarized in Chart 2 below, Rochester Public Utilities (RPU) has the largest fleet contingent among the agencies, with over 170 vehicles and equipment units. Street Maintenance with nearly 100 units has the second largest.

| Chart 2: Fleet Count By Agency | | | |
|---------------------------------------|--------------|----------------------------------|--------------|
| Agency | Count | Agency | Count |
| RPU | 172 | Fire Suppression | 4 |
| Street Maintenance Operations | 95 | Housing Inspection Services | 4 |
| Parks | 88 | Parking Ramp Operations | 4 |
| Golf Administration | 71 | Recreation Center | 4 |
| Police Garage/Fleet | 61 | Animal Control | 3 |
| Transit | 44 | Infrastructure | 3 |
| Fire Garage/Fleet | 31 | Administration-Library | 2 |
| Water Reclamation Plant | 25 | Construction | 2 |
| Engineering Administration | 20 | Building Safety Administration | 1 |
| MCC Building Operations | 14 | Forestry | 1 |
| Traffic Operations | 13 | National Volleyball Center | 1 |
| Bldg Inspection Services | 12 | Park & Recreation Administration | 1 |
| Flood Control | 11 | Parking Administration | 1 |
| Sewer Collection | 11 | Parking Street Meter Operations | 1 |
| Graham Arena | 6 | Recreation | 1 |
| City Hall Maintenance | 4 | Storm Water Management | 1 |
| Total = 712 | | | |

Fleet Management

Currently, fleet management in the City is an amalgam of relatively independent departments and processes. There is no overarching City wide administrative structure to manage the fleet. For example, the Street Maintenance facility is responsible for maintenance of Public Works vehicles, except the Water Reclamation Plant (WRP) that, while a Division of Public Works, has its own fleet storage/maintenance facilities. Similarly, Rochester Public Utilities, an enterprise funded operation like WRP, has its own fleet maintenance staff and facilities.

The City Police Department does not have its own facility, but shares maintenance bays with the County's Sheriff Department. The Fire Department has a dedicated mechanic to maintain its

fleet, but no dedicated maintenance facility. Instead, the fire mechanic uses whatever bay space is available at a fire station.

The Park and Recreation Department has its own maintenance facilities, but relies on workers that service both its vehicles and Park infrastructure. Similarly, the WRP uses its plant maintenance workers to service its fleet, but only in a limited way and relying mostly on outside vendors. While WRP does not have a dedicated vehicle maintenance facility, it does have vehicle storage bays where basic fleet maintenance can be performed.

For the Transit fleets, there is centralized ownership and management of the fleet by the City's Public Transportation Division. However, the City does not have its own bus maintenance facilities. Instead, the Public Transportation Department relies on two vendors Rochester City Lines (RCL) and Rochester Transportation Systems (RTS) to respectively operate and maintain the fixed bus and demand bus (dial-a-ride) systems.

Finally, there are several other City departments with vehicles, (such as Animal Control, Library, Engineering, Parking, etc.) that have no dedicated staff or facilities for fleet maintenance; and, which rely instead on outside vendors and occasionally on the Public Works Street Maintenance Facility to service their fleet.

We note that there are many critical service units that support work activities of their respective City departments. These units would include such units as emergency vehicles, heavy trucks and equipment, buses, etc. Often, these units are domiciled and sometimes maintained in close proximity at the same location where the vehicles are dispatched. The best examples of these are the fixed route and demand route bus systems, where buses are stored and maintained at their respective operations centers. Similarly, RPU and the Park and Recreation Department each store and maintain their fleets at their respective service centers. Thus, any consideration of changes in fleet maintenance and storage locations must also consider the impact on the ability of individual departments to provide timely and convenient support of their operations.

FLEET MAINTENANCE STAFF AND FACILITIES

The six City agencies and two private sector organizations responsible for maintenance of their operating fleets utilize 32¼ FTE ((Full Time Equivalent) employees in maintenance and support activities, as tabulated in Chart 3 on the next page.

| Chart 3: Summary of Current Fleet Related Staffing | | | | |
|---|------------------|----------------|--------------------|--------------|
| Organization | Mechanics | Support | Supervisors | Total |
| City | | | | |
| Street Maintenance | 3 | | 1 | 4.00 |
| Park and Recreation (a) | 2 | | | 2.00 |
| Police (b) | 2 | 1 | 0.5 | 3.50 |
| Fire | 1 | | | 1.00 |
| WRP (c) | 2 | | | 2.00 |
| RPU | 3 | 0.5 | | 3.50 |
| Subtotal, City | 13 | 1.5 | 1.5 | 16.00 |
| Contractors | | | | |
| RCL (d) | 6 | 5 | 2 | 13.00 |
| RTS (e) | 2.25 | | 1 | 3.25 |
| Subtotal, Contractors | 8.25 | 5 | 3 | 16.25 |
| Total | 21.25 | 6.5 | 4.5 | 32.25 |
| Notes: (a) Mechanics also service Park facilities as well. (b) Also services Sheriff Fleet. (c) Mechanics also service the WRP facility too. (d) Based on percentage of mechanic, yard help, washers, manager and parts payroll hours charged to Transit. (e) Mechanics also service taxi, limousine and solid waste fleets. | | | | |

Chart 4 on the following page tabulates the numbers of maintenance, wash and storage bays among the City and Contractor organizations. Combined they have over 76 bays.

The City organizations utilize 24 bays, which consist of 15-maintenance bays, 2-wash bays and 7-storage bays adjacent to its maintenance bays. The Contractor organizations utilize 52 bays, which consist of 19-maintenance bays 33-storage bays.

| Chart 4: Summary of Existing Facility Resources | | | | | |
|--|-------------|------|-------------|-------|-------|
| Organization | Bays | | | | Lifts |
| | Maintenance | Wash | Storage (f) | Total | |
| City | | | | | |
| Street Maintenance | 6 | | | 6 | 6 |
| Park and Recreation | 2 | | 1 | 3 | 2 |
| Police (a) | 3 | 1 | 1 | 5 | 2 |
| Fire (b) | | | 1 | 1 | 1 |
| WRP | | | 4 | 4 | 0 |
| RPU (c) | 4 | 1 | | 5 | 4 |
| Subtotal, City | 15 | 2 | 7 | 24 | 15 |
| Contractors | | | | | |
| RCL (d) | 9 | | 33 | 42 | 3 |
| RTS (e) | 10 | | | 10 | 3 |
| Subtotal, Contractors | 19 | 0 | 33 | 52 | 6 |
| Total | 34 | 2 | 40 | 76 | 21 |
| Notes: | | | | | |
| (a) Shared with County Sheriff. | | | | | |
| (b) Shared with Fire Stations. | | | | | |
| (c) Two work bays that can accommodate a total of 4 vehicles. | | | | | |
| (d) Shared with Charter and Commuter bus fleets and includes 2 pits. | | | | | |
| (e) Shared with taxi, limousine and solid waste fleets. | | | | | |
| (f) Adjacent or nearby to maintenance bays. | | | | | |

Public Works

The Public Works “Street Maintenance” shop is located at 1602 Fourth Street SE. It is of masonry/concrete construction and is approximately 66 years old. It consists of a 62 ft. wide by 129 ft. deep facility and adjoining 38 ft. by 64 ft. shop, with a combined ground floor area of 10,430 sq. ft. The shop is located adjacent to the Public Works sign shop and Sewer Collection building. (See schematic drawing B-1.) This fleet maintenance facility services approximately 150 light vehicles, heavy trucks and construction units. Most fleet maintenance and repair work is done in house, but major engine and transmission work are outsourced. The City has sold this site and will need to relocate Public Works service center and fleet maintenance operations to a new site.

The shop has six maintenance bays and is equipped with four lifts. Two of these are in ground lifts with capacities of 25,000 lb. and 30,000 lb. each. Two are floor mounted with capacities of 74,000 lb. and 12,000 lb each. The shop is also equipped with vehicle exhaust systems. A fuel island, that dispenses unleaded gasoline and diesel fuel, is also located on site.

Park and Recreation Department

The Park and Recreation Department has a two-bay fleet maintenance shop to service its 94-unit fleet and is located at the Department's East Center Street site. This shop is a rectangular shaped building 40 ft. wide by 60 ft. deep, with a ground floor area of 2,700 square feet. It is equipped with two-in ground lifts and two overhead doors. A 2,340 square feet vehicle storage area is located adjacent to this shop. (See schematic drawing B-2 in Appendix B.) This facility services approximately 90 light vehicles, heavy trucks, mowers and other power operated equipment.

The Park and Recreation Department reported doing most fleet maintenance work in-house. However, tire repairs and brake work for large trucks are outsourced. Also, the Department uses RPU for dielectric testing of its aerial devices. Department mechanics service not only vehicles, but also park facilities as well.

Police Department

The Rochester Police Department shares with the County Sheriff a maintenance shop that is located on the ground floor of the County Law Enforcement Center building located at 101 SE 4th Street. This shop has three-work bays and two-lifts plus a wash bay and one-storage bay. Two master mechanics serve the Police and Sheriff fleets. One County employee is used to clean cars. This location services approximately 60 Police vehicles and 74 County vehicles.

Fire Department

The Rochester Fire Department has a single mechanic who travels to each of the four City's fire stations to service the Department's 35 unit fleet consisting of fire engines, apparatus, rescue and other units. While some automotive parts are stored at Fire Stations 1 and 2, there are no

work bays dedicated to fire truck maintenance. The Department does have a 3-phase, 206 volt lifting system.

Nevertheless, the mechanic is hampered when working with the confines of the Fire Stations. Vehicles must be maneuvered by the mechanic to service them. This adversely affects the productivity of the mechanic when it becomes necessary to reposition equipment. The mechanic is further hampered by limited vertical clearances while working within the confines of the Fire Station to service ladder trucks. The ladders of these units must be partially elevated to service and provide sufficient clearance to access tilt-cab engine compartments.

Major engine work, fuel injector work, transmissions and electronic work are outsourced. The Department's mechanic has also occasionally assisted in servicing the emergency vehicles snow removal equipment that is based at the Rochester Airport.

Water Reclamation Plant

The Water Reclamation Plant (WRP) has a four-bay vehicle storage facility where only light maintenance of fleet vehicles can be performed. This facility is located at its NW 37th Street plant site and is about 105 ft. wide by 60 ft. deep, with a ground floor area of 6,300 square feet. Most fleet maintenance work is outsourced. WRP does not have dedicated fleet maintenance mechanics. Instead, it relies on plant maintenance mechanics and outside vendors to service its 25-unit fleet ranging from light passenger vehicles and trucks to tractors and off-road, specialty farm equipment known as "Terra Gators".

Rochester Public Utilities

Rochester Public Utilities has a five-bay facility available to service its 172-unit fleet at RPU's East River Road service center. This shop is a part of an office/warehouse/fleet maintenance and trade shop building. The shop area consists of two long bays capable of serving two vehicles plus one-wash bay. The ground floor area is 4,560 square feet. The shop is equipped with three in ground lifts (8,000 lb., 48,000 lb. and 54,000 lb.), a portable lift and three 16 ft. by 14 ft overhead doors at its west end and three openings at its east end, which allow passage to an adjacent

vehicle storage area. (See schematic drawing B-3.) A memo provided by RPU and quoted below summarizes the fleet maintenance and repair work that is outsourced here.

“The fleet work that is outsourced primarily consists of specialty work that is unable to be done in-house. In order to comply with safety regulations, aerial device equipment annual inspections are outsourced along with related subsequent repairs. Aerial devices that need to be rebuilt or remounted are a major repair outsourced about once every five years. These tasks are handled by regional OEM manufacture facilities or by factory trained field technicians called in onsite. Secondary work that is outsourced is related to repairs that require stationary specialized equipment such as wheel alignment racks, computer diagnostic test equipment, and hydraulic cylinder test benches. The wheel alignment needs applies to all RPU highway equipment, pick-up trucks, and passenger vehicles with an average occurrence of one vehicle a month.”

“The computer diagnostic needs are addressed by all OEM vehicle and truck dealerships and occur much less at about six times a year. The hydraulic repairs involve components that are sent out, repaired and tested before they are to be installed. This type of repair is needed about four times a year. Other work outside our normal business includes auto body repair, glass replacement, and automatic transmission service. These types of service are needed infrequently and are handled accordingly at an estimated average total of ten times a year.”

Rochester City Bus Lines

The Rochester City Bus Lines bus maintenance and storage facility is located at 1825 North Broadway. The facility consists of concrete and pole type of buildings that date from the 1960's and early 1970's. This facility is past its capacity to accommodate the inside storage of the City's current bus fleet, and its site is virtually landlocked.

This facility has storage space for 42 buses when also utilizing nine maintenance/wash bays at the end of the day. The facility has two service pits and one hoist. There is a complement of nine service personnel including one foreman, seven mechanics and one welder who serves as a helper.

RCL uses this facility to service and store not only the City's fixed route fleet of 44 buses (including 5 pending sale), but also RCL's private commuter 28-unit bus fleet, and its Heartland tour and charter buses. There are also a number of buses stored outside on site for resale and parts.

Rochester Transportation Systems, Inc.

Rochester Transportation Systems (RTS) has recently opened a high bay storage/maintenance facility that is located at Enterprise Drive SW near the Rochester Airport. The facility can accommodate ten or more vehicles for servicing and is equipped with three floor mounted light vehicle lifts. This facility services not only the 6-Dial-A-Ride ZIPS buses owned by the City of Rochester, but also 67-RTS owned vehicles, including taxicabs, solid waste vehicles, shuttle busses, sedans and a limousine. RTS has 2¼ full-time equivalent mechanics that maintain the ZIPS buses and the RTS fleet. Most fleet work is done in-house; only major engine and transmission work are outsourced.

III. ESTIMATED SPACE REQUIREMENTS

To estimate the amount of space needed for a future vehicle maintenance facility, we used the following steps:

1. Analyzed current fleet maintenance activities and patterns to obtain a quantitative understanding of how maintenance and repair are being performed now.
2. Combined the results of this analysis with an MRU vehicle equivalency analysis to estimate the number of mechanics needed to ideally service the various segments of the City fleets.
3. Converted this mechanic requirement into work bay requirements based on fleet industry practice guidelines.
4. Projected mechanic and work bay requirements ten-years into the future for several scenarios of possible fleet maintenance consolidations.
5. Added additional space for special purpose work areas such as: welding and communications shops, parts inventory storage, offices and other functions.

WORK ORDER ANALYSIS

Street Maintenance Garage

During 2006 the vehicle maintenance shop of the Street Maintenance Department (Public Works) serviced 276 vehicles and equipment units, as detailed in Exhibit 1 and summarized in Chart 5 on the following page by major groups of vehicles.

| Chart 5: Summary of Public Works Fleet Work Order Activity By Vehicle Group For 2006 | | | | |
|---|--------------------|-------------------|------------------------|------------------------------|
| Vehicle Group | Labor Hours | % of Total | Vehicles Served | Hours Per Vehicle (a) |
| Heavy Trucks | 1,315.5 | 52.9% | 46 | 28.6 |
| Light Vehicles | 414.4 | 16.7% | 65 | 6.4 |
| Equipment | 397.0 | 16.0% | 51 | 7.8 |
| Other | 234.3 | 9.4% | 100 | 2.3 |
| Trailers | 101.5 | 4.1% | 12 | 8.5 |
| Medium Trucks | 23.0 | 0.9% | 1 | 23.0 |
| Emergency Vehicles | 1.4 | 0.1% | 1 | 1.4 |
| Total | 2,487.1 | 100.0% | 276 | 9.0 |
| Note: | | | | |
| (a) Based on average labor rate of \$28.50 per hour. | | | | |
| Source: Chatham Analysis of Completed Work Order Summary Reports from Public Works. | | | | |

Over one half of the mechanic staff time was charged to servicing heavy trucks, principally dump trucks and street sweepers.

Exhibit 2 provides additional information on the composition of work done at this facility. Oil changes, D.O.T. Inspections and preventive maintenance inspections account for 43% of the total work hours charged. The 2,487 of direct hours equate to a 39% mechanic utilization rate, derived as follows in Chart 6 below:

| Chart 6: Computation of Public Works Mechanic Utilization Rate For 2006 | |
|--|---------------|
| Available Hours | Amount |
| 3 full time mechanics x 2,080 per year | 6,240 |
| 1 supervisor @ 10% available for direct | 208 |
| | |
| Total Available Hours | 6,448 |
| | |
| Direct hours charged | 2,487 |
| | |
| Direct divided by total available hours | 38.6% |

This utilization rate is very low and instead should average between 60% and 70% of the total hours in the year. Part of this low rate may be attributable to mechanics not fully recording their time properly, and spending time preparing vehicles for snow storms while not charging this

time directly to the vehicle. However, we also believe that work force management practices also play significant role in causing such a low rate.

Water Reclamation Plant (WRP)

Based on analysis of work orders for 2006, we estimate that 110 labor hours were charged by WRP employees to maintain and repair the fleet. About two-thirds of these hours were spent on the servicing of the specialty farm equipment (“Terra-Gator”), as summarized below in Chart 7. These units averaged about 28 hours per year per vehicle.

| Chart 7: Summary of WRP Fleet Work Order Activity By Vehicle Class For 2006 | | | | |
|--|----------------------------|-----------------------------|----------------------------|------------------------------|
| Chatham | Labor Hours (a) | Percent Of Total | Vehicles Served | Hours Per Vehicle |
| Specialty Farm Eqp. | 85.1 | 66.3% | 3 | 28.4 |
| Pickup | 15.3 | 11.9% | 3 | 5.1 |
| Semi-Tractor | 8.0 | 6.2% | 1 | 8.0 |
| Heavy Truck | 6.7 | 5.2% | 2 | 3.3 |
| Forklift | 5.7 | 4.4% | 1 | 5.7 |
| Tank Trailer | 4.1 | 3.2% | 3 | 1.4 |
| Mower | 2.3 | 1.8% | 3 | 0.8 |
| Misc. Equipment | 1.3 | 1.0% | 1 | 1.3 |
| Dump Truck | 0.0 | 0.0% | 1 | 0.0 |
| Farm Tractor | 0.0 | 0.0% | 1 | 0.0 |
| Total | 128.5 | 100.0% | 19 | 6.8 |
| Note: (a) Based on \$30 per hour. | | | | |
| Source: Chatham Analysis of WRP work order data. | | | | |

Rochester Public Utilities (RPU)

During 2006 RPU mechanics spent 4,582 hours in maintaining and repairing the RPU fleet as detailed in Exhibit 3. The servicing of pickups, aerial units and digger derricks accounted for nearly 60 percent of the work volume. Aerial buckets and digger derricks were the most labor intensive of the vehicles serviced and averaged 100 and 130 hours per year respectively to maintain. The 4,582 of direct hours equate to a 63% mechanic utilization rate, derived as follows in Chart 8 on the next page.

| Chart 8: Computation of RPU Mechanic Utilization Rate For 2006 | |
|---|----------------|
| Available Hours | Amount |
| 3 full time mechanics x 2,080 hours per year | 6,240.0 |
| 1 Property Maintenance Worker | 554.4 |
| 1 Summer Temp | 440.0 |
| Total Available Hours | 7,234.4 |
| | |
| Direct hours charged | 4,584 |
| | |
| Direct divided by total available hours | 63.4% |

Rochester City Lines

Exhibit 4 tabulates the RCL work order activity by individual bus unit for 2006. In total, there was \$148,000 in direct maintenance and repair costs charged to individual buses according to the fleet information system used by RCL. Assuming a \$20.74 labor rate, we estimate these labor costs (before any markups for indirect time and overhead costs) equate to 2,827 direct hours per year which is quite low for a bus fleet of this size. This represents the full time equivalent of 2.1 mechanics as derived in Chart 9 below, if we assume that a mechanic is 65% utilized during the year on direct work.

| Chart 9: Computation of RCL Mechanic FTEs For 2006 | |
|---|---------------|
| Item | Amount |
| Hours in Year | 2,080 |
| Assumed Utilization Rate | 65% |
| Direct Hours per FTE Mechanic | 1,352 |
| | |
| Direct hours charged | 2,827 |
| | |
| Estimated Mechanic FTEs | 2.1 |

Since the RCL work order system may be under representing the hours charged directly to maintenance and repair work, we sought additional information from the Public Transportation Department. The Department provided payroll data obtained from the 2006 audit of RCL charges to the City. The payroll data tabulated the total number and proportion of direct hours charged to the transit shop by mechanics and other personnel. As summarized in Chart 10 on the next page, mechanics accounted for less than the 40% of the 11,382 hours charged to the transit shop during

Fleet Maintenance Facility Planning and Consolidation Evaluation (PRELIMINARY FINAL)

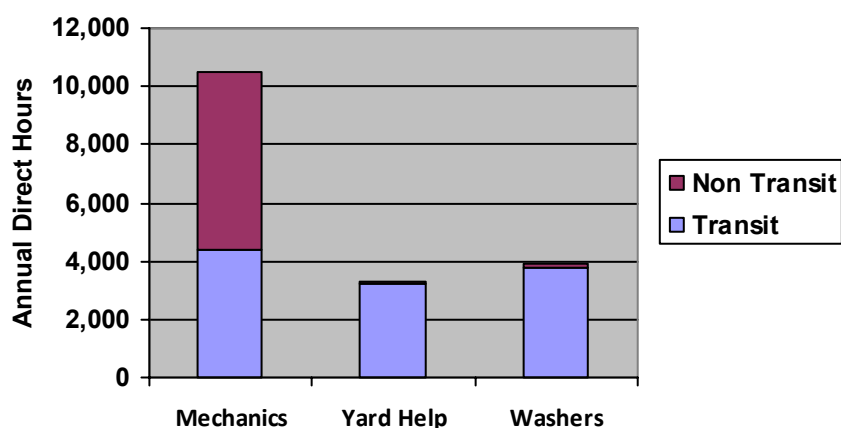
2006. The 4,380 hours charged by the mechanics equate to 3.2 full-time-equivalent (FTEs) assuming that mechanics are 65 percent utilized and average 1,352 direct hours per year.

| Chart 10: Analysis of RCL Payroll Hours Charged To Transit For 2006 | | | |
|---|---------------------|-------------------------|----------------|
| | Direct Hours | Percent Of Total | FTE (a) |
| Mechanics | 4,380.2 | 38.5% | 3.2 |
| Yard Help | 3,223.8 | 28.3% | 2.4 |
| Washers | 3,777.8 | 33.2% | 2.8 |
| Manager & Parts | 0.00 | 0.00 | 0.0 |
| Total | 11,381.8 | 100.0% | 8.4 |
| Note: (a) Based on 1,352 direct hours available per year at 65% utilization. | | | |
| Source: Auditor worksheets of RCL payroll shop hours for 2006. | | | |

Further analysis revealed that RCL mechanics charged more of their direct time to non-Transit (i.e. charter and commuter bus maintenance) than City or Transit bus maintenance, as tabulated in Chart 11 and illustrated by graph in Chart 12 on the next page. In contrast, the Yard helpers and Bus Washers charged virtually all of their shop time to the servicing of the Transit fleet. (This is being reviewed by the City.)

| Chart 11: Analysis of RCL Shop Hours For 2006 | | | | | | | |
|--|----------------|--------------------|-----------------|----------------|---------------|-------------------|----------------|
| Position | Direct | | | Other | | Total Shop | FTE (a) |
| | Transit | Non Transit | Subtotal | General | OT Hrs | | |
| Mechanics | 4,380 | 6,129 | 10,509 | 2,006 | 0 | 12,516 | 6.4 |
| Yard Help | 3,224 | 90 | 3,314 | 1,670 | 507 | 5,491 | 2.5 |
| Washers | 3,778 | 117 | 3,895 | 0 | 0 | 3,895 | 2.0 |
| Manager & Parts | 0 | 0 | 0 | 3,663 | 6 | 3,669 | 1.9 |
| Total | 11,382 | 6,336 | 17,718 | 7,339 | 513 | 25,571 | 12.8 |
| Note: (a) Estimated by subtracting overtime hours from shop hours and dividing by an estimated 1,960 total hours in year exclusive of 120 vacation hours. | | | | | | | |
| Source: Auditor worksheets of RCL payroll shop hours for 2006. | | | | | | | |

Chart 12: Allocation of Direct Time Between Transit and Non Transit



MRU VEHICLE EQUIVALENCY ANALYSIS

To assist in estimating overall mechanic and facility resource requirements, we relied on a form of vehicle equivalency analyses known as maintenance and repair unit (MRU) analysis. This technique weights the numbers of vehicles in a fleet operation in proportion to their relative maintenance and repair requirements. From this computation, the number of personnel and financial resources that are needed to maintain the fleet can be estimated and benchmarking comparisons can be made of fleets of different size and composition.

The technique is applied by categorizing an organization's vehicle and equipment fleet into classes. Then, what are referred to as maintenance and repair weighting factors, are multiplied by the number of vehicles in each class. The resulting products are summed to produce the number of vehicle equivalents or MRUs for the entire fleet. A further adjustment is made to reflect the percentage of maintenance done in-house.

The weighting factors can be derived in several ways. One way is to survey fleet managers to determine their best estimates of the annual amounts of mechanic hours needed to maintain a particular type of vehicle. The median values of their responses are determined for each vehicle class. Then the median value for the passenger car requirement is divided into the median values of each of the other vehicle classes to yield the relative weighting factors. Thus, the passenger

car class has a factor of unity (1.0).

Sometimes the factors can be derived by study of the maintenance histories of specific vehicle classes. These studies can lead to the formulation of weighting factors based on other parameters such as vehicle utilization expressed in miles or hours.

For this study, we derived most of the maintenance weighting factors from mechanic-hour per vehicle data contained in the “Fleet Maintenance Staffing Guide”, published in 2002 by the National Association of Fleet Administrators (NAFA). We supplemented these NAFA factors, which were derived principally from municipal fleet operations, with additional factors derived from our “2004 Utility Fleet Management and Benchmarking Survey.” We applied these additional factors for bucket trucks and digger derricks that tend to dominate utility fleets such as RPU.

The MRU factors are listed with the MRU calculations detailed in table A-2 of Appendix A. The factors range from 1.0 for a passenger car to 19.9 for a solid waste truck with side arm mechanism. As computed in table A-2, the combined City, RPU and Transit fleets of 712 equate to an MRU size of 1,926.1. At 13 hours per MRU, these MRUs represent the equivalent of 25,039 hours in direct mechanic time, if 100% of maintenance and repair work is performed in-house.

A word of caution needs to be introduced. While vehicle equivalency analysis is a proven technique that enables managers to make resource comparisons of fleets of different size and composition, it should not be used alone to evaluate a particular fleet’s operation. Instead, consideration should also be given to operating environment, level of service requirements, geography, and other factors.

Estimated Mechanics And Work Bays Needed

The number of mechanics needed can now be estimated from the work load predicted by MRU analysis. First, dividing the predicted hours needed to maintain and repair by the estimated direct hours mechanics have per year yields the number of mechanics required. Then, the number of work bays can be estimated by applying ratios of work bays to mechanics per work shift.

Fleet Maintenance Facility Planning and Consolidation Evaluation (PRELIMINARY FINAL)

As noted previously, the 1,926.1 MRUs of the combined fleets represent 25,039 hours of direct work. Dividing this amount of hours by 1,350 direct hours available per year per mechanic yields a need for 18.52 mechanics if all work were done in-house. The 1,350 hours is derived from good industry practice where mechanics achieve a 65% utilization rate (i.e. $65\% \times 2,080 = 1,350$). If a goal of 90% of work is to be performed in house, then the number of mechanics needed would be reduced by 10% to 15 mechanics. It should be noted also that if the average age of the vehicles maintained increases with time, then additional mechanic staff may be needed.

Exhibit 5 estimates the number of mechanics and work bays needed for each of the current fleets using the rational described above and assumes that 100% of the maintenance and repair work is done in house. These estimates have been summarized in Chart 13 below.

| Chart 13: Estimated Mechanic and Facility Requirements By MRU Analysis For Current Fleet Size | | | | | |
|---|-------------------|------------------|-------------------|------------------|------------------|
| Department | Fleet Size | Estimated | | | |
| | | MRUs | Work Hours | Mechanics | Work Bays |
| Street Maintenance Operations | 95 | 373.5 | 4,855.5 | 3.6 | 5.4 |
| Transit | 44 | 532.5 | 6,922.5 | 5.1 | 5.1 |
| RPU | 172 | 340.8 | 4,430.4 | 3.3 | 4.9 |
| Parks | 88 | 155.9 | 2,026.7 | 1.5 | 2.2 |
| Fire Garage/Fleet | 31 | 89.8 | 1,167.4 | 0.9 | 1.3 |
| Police Garage/Fleet | 61 | 88.5 | 1,150.5 | 0.9 | 1.3 |
| Golf Administration | 71 | 74.1 | 963.3 | 0.7 | 1.1 |
| Water Reclamation Plant | 25 | 47.9 | 622.7 | 0.5 | 0.7 |
| Sewer Collection | 11 | 30.0 | 390.0 | 0.3 | 0.4 |
| Subtotal | 598 | 1,733.0 | 22,529.0 | 16.7 | 22.4 |
| Rest of Fleet | 114 | 193.1 | 2,510.3 | 1.9 | 2.8 |
| Total | 712 | 1,926.1 | 25,039.3 | 18.5 | 25.2 |
| Based on the following assumptions: <ul style="list-style-type: none"> a. Hours in year: 2,080 b. 100% of work done in-house. c. Assumed mechanic utilization: 65% d. Direct hours available per mechanic: 1,352 e. Assumed work bays per mechanic: 1.5 for non Transit fleet and 1.0 for Transit fleet. | | | | | |

The number of maintenance and repair bays needed is a function of the number of mechanics required and the number of work shifts being operated. Overall, we estimated that 25 work bays would be needed to service the entire fleet, as detailed in Exhibit 5 and also summarized in Chart 13. Again, this assumes that 100% of the work is done in-house and that all of it would be performed on a single shift.

In general, about 1½-work bays are needed per mechanic for municipal fleet operations. This ratio is based generally on 1 bay-per mechanic for preventive maintenance work and 2 bays per mechanic for repair work. This also assumes that mechanics spend about one-half their time in maintenance and one-half in repair work. As previously noted, both of the larger maintenance operations, the Street Maintenance facility of Public Works and the RCL shop perform close to one-half of their work on preventive maintenance and inspections. For Transit work, we used transit industry averages of 1 work bay per 1 mechanic as explained latter below.

Furthermore, we assume that capital work such as vehicle outfitting and preparation, major overhauls, installation of digitized devices and radios would continue to be outsourced as they are now and that no specialty bays would be needed for those purposes.

Comparison of Estimated Versus Available Resources For City Fleet Maintenance

As compared in Chart 14 below, the total number (but not necessarily the quality) of existing work bays available is generally adequate for each of the major City fleet operations, excepting the Fire Department and RPU. The Fire Department has no dedicated work bays and must rely on storage bays available at the fire stations. While RPU appears to be one-bay short according to this analysis, it has a wash bay that it can also serve as a work bay if needed.

| Chart 14: Comparison Of Major Non-Transit Fleet Work Bay Requirements To Available Resources | | | | | |
|---|--------------------------------------|----------------------|-------------|----------------|--------------|
| Department | Estimated Need: Work Bays (a) | Existing Bays | | | |
| | | M&R | Wash | Storage | Total |
| Street Maintenance Shop | 5.4 | 6 | | | 6 |
| RPU | 4.9 | 4 | 1 | | 5 |
| Parks | 2.2 | 2 | | 1 | 3 |
| Fire | 1.3 | | | 1 | 1 |
| Police | 1.3 | 3 | 1 | 1 | 5 |
| Total | 15.1 | 15 | 2 | 3 | 20 |
| Note: (a) Based on performing 100% of maintenance and repair work in-house for current fleet on one shift, and not performing major capital work in-house. | | | | | |

Estimated Resources For Transit Fleet Maintenance

The City does not have any Transit work bays of its own and relies on two private contractors to provide maintain and repair work for the transit fleet. Both contractors service not only City buses, but also their own fleet units as well. Because of this situation and the unique nature of transit bus operations, we examined the following two additional sources of information to estimate and compare mechanic and maintenance and repair bay requirements for the transit fleet operations.

- Urban Mass Transportation Administration (UMTA)
- City Rochester Regional Transit Survey

UMTA Bus Maintenance Facilities Report

In 1975 the Urban Mass Transportation Administration (forerunner to Federal Transit Administration) published the “Transit Management Handbook” that examined the amount of bus maintenance facility space necessary to support a particular transit fleet size. Based on a survey of 54 urban transit properties conducted by the MITRE Corporation, the study found that for small properties (defined as those operations between 31 and 100 buses), one work bay could support 10 buses, and that a minimum of four work bays would be needed. Applying this ratio to the Rochester’s current fleet of 44 buses produces a need for 4½ work bays. Additional findings from this study are tabulated below in Chart 15

| Chart 15: UMTA Transit Facility Planning Guidelines | |
|--|-----------------------------|
| Fleet Size | Hoists or Pits |
| 15 to 40 buses | 2 |
| 40 to 80 buses | 4 |
| | |
| Fleet Size | Stalls |
| 30 to 60 | 4 (minimum) |
| 31 to 100 | 10 buses (median) per stall |
| | |
| Support Areas | Ratio |
| Stockroom | 18.6 s.f. per bus |
| Machine shop | 16 s.f. per bus |
| Source: "Bus Maintenance facilities, A Transit Management Handbook," November 1975, The MITRE Corporation, UMTA-VA-06-004-75-5 | |

Regional Transit Survey

In 2007 the Transit and Parking Division of the Rochester Department of Public Works conducted a survey of the maintenance operations and facilities of nine other transit systems in the region. This effort was part of an examination of the issues related to the City garaging and maintenance of the City-owned bus fleet. The Survey results are detailed in Exhibit 6 and highlighted the following Chart 16.

| Chart 16: Transit Facility Resource Ratios | | |
|--|----------------------------------|---------------------------------|
| To Number Of: | Ratio of Total Fleet Size | Ratio of Peak Fleet Size |
| Staff Personnel | 4.9 | 3.1 |
| Mechanics Personnel | 8.3 | 5.8 |
| Work Bays | 12.4 | 7.8 |
| Chatham analysis of Transit and Parking Division Survey. | | |

This survey found that the median number of total fleet buses per mechanic was 8.3 mechanics; and, the median number of peak fleet buses per mechanic was 5.8. Applying these ratios to the City's total and peak fleet sizes of 44 and 28 buses respectively produces a need for 5.3 to 4.8, or about 5 mechanics, which is similar to what was forecasted by the MRU analysis.

This survey also found that the median number of total fleet buses per work bay was 12.4; and, the median number of peak fleet buses per work bay was 7.8. Applying these ratios to the City's

total and peak fleet sizes of 44 and 28 buses respectively produces a need for 3.5 to 4.1 work bays. This range is similar to the 4½ bus stalls derived by applying the ratios from the UMTA report. Also, the median number of work bays to mechanics was 1.0.

CONSOLIDATED NEEDS

Our next step was to estimate work bay requirements for several consolidation scenarios. The details of these calculations are presented in Exhibit 7 and are then summarized in Chart 17 for the currently sized fleet. The work bay estimates range between 5 and 25 bays for a single shift operation and 4 and 14 for a double shift operation, depending on consolidation scenario. These scenarios consisted of the following:

- A. Consolidated Transit Maintenance Facility For Fixed and Demand Route Bus Fleets
- B. Municipal Maintenance Facility Serving all but the Police, Park and RPU Fleets.
- C. Combined Transit and Municipal Fleet Maintenance Facility
- D. Combined Transit, Municipal, and RPU Fleet Maintenance Facility
- E. Combined All: Transit, Municipal, Fire, Police, Park, and RPU Fleet Maintenance Facility

(Please note that “Municipal Shop” refers to a shop servicing not only Public Works vehicles, but also various administrative fleet vehicles like Library, Animal control, etc.)

| Chart 17: Work Bay Estimates For 2007 Fleet Size | | | | | | |
|---|-------------|-----------|------------|-----------|---------------|------------------|
| Scenario | Fleet Count | Estimated | | | Work Bays (a) | |
| | | MRUs | Work Hours | Mechanics | Single Shift | Double Shift (b) |
| A. Transit Only | 44 | 533 | 6,922.5 | 5.1 | 5.1 | 4.0 |
| B. Municipal Only (excluding Police &, Parks & RPU) | 262 | 682 | 8,871.2 | 6.1 | 9.8 | 4.9 |
| C. Transit + Municipal | 306 | 1,251 | 15,793.7 | 11.7 | 15.0 | 8.9 |
| D. Transit + Municipal + RPU | 478 | 1,556 | 20,224.1 | 15.0 | 19.9 | 11.4 |
| E. Transit + Municipal + RPU + Police + Parks | 712 | 1,926 | 25,039.3 | 18.5 | 25.2 | 14.1 |
| Notes: | | | | | | |
| (a) Based on doing 100% of maintenance and repair work in-house and not doing major capitalization work in-house. | | | | | | |
| (b) Based on a minimum of 4 bays for Transit and 50% of single shift estimate for other fleets. | | | | | | |

Future Growth

Future Growth

To estimate future facility requirements, we projected the growth in fleet size and then the numbers of mechanics and work bays needed for both the Transit and Municipal fleets. For the Transit fleet we relied on the following estimates provided by the City's Public Transit and Parking Division and which include a 25% planning allowance for growth. This growth rate increases in Transit fleet size to 62 buses as seen in Chart 18 below.

| Chart 18: Projected Transit Fleet Growth | | | | |
|---|------------------|-------------|--------------------|-------------|
| Transit Fleet | Peak Hour | | Total Fleet | |
| | 2007 | 2008 | 2007 | 2008 |
| Demand Route | 4 | 5 | 5 | 6 |
| Fixed Route | 29 | 34 | 39 | 44 |
| Both | 33 | 39 | 44 | 50 |
| 25% Growth | | | | 62 |
| Per Public Transit and Parking Division. | | | | |

For the Municipal fleets, we analyzed the historical growth in employee counts for the past several years and assumed that future fleet growth would be commensurate with these increases. Our experience has shown that there is a general, although not exact correlation, between employee count and fleet size in an organization.

During the past nine years the number of City employees grew by 1.6 percent per year. (See Exhibit 8.) We projected Rochester's municipal fleet to grow close to that rate that for the next several years. This growth rate of 1½ percent per year rate produces a 16% total increase in City fleet size after ten years to 775 units from 668 units.

The impacts of these projected increases in fleet size on mechanic and work bay requirements are detailed in Exhibit 9 and summarized in Chart 19 below. The work bay estimates range between 7 and 30 bays for a single shift operation and 4 and 16 for a double shift operation, depending on consolidation scenario.

| Chart 19: Work Bay Estimates For Fleet Size: 10 Years In Future | | | | | | |
|---|-------------|-----------|------------|-----------|---------------|------------------|
| Scenario | Fleet Count | Estimated | | | Work Bays (a) | |
| | | MRUs | Work Hours | Mechanics | Single Shift | Double Shift (b) |
| A. Transit Only | 62 | 751 | 9,756.5 | 7.2 | 7.2 | 4.0 |
| B. Municipal Only | 288 | 792 | 10290.6 | 7.6 | 11.4 | 5.7 |
| C. Transit + Municipal | 350 | 1542 | 20,047.1 | 14.8 | 18.6 | 9.3 |
| D. Transit + Municipal + RPU | 549 | 1,937 | 25,186.4 | 18.6 | 24.3 | 12.2 |
| E. Transit + Municipal + Police + Parks + RPU | 837 | 2,367 | 30,772.0 | 22.8 | 30.5 | 15.7 |
| Notes: | | | | | | |
| (a) Based on doing 100% of maintenance and repair work in-house and not doing major capitalization work in-house. | | | | | | |
| (b) Based on a minimum of 4 bays for Transit per industry guidelines and 50% of single shift estimate for other fleets. | | | | | | |

As a check, we then applied the fleet-to-work bay ratios that were derived from the aforementioned UMTA and Regional Transit surveys. We found, as indicated in Chart 20 on the next page, that the estimated number of transit work bays ranges between 5 and 6, which is midway between the 4 and 7 work bays estimated from MRU analysis.

| Chart 20: Work Bay Estimates Per Transit Ratios | | |
|---|------------------|-----------------|
| Item | Source of Ratios | |
| | UMTA | Regional Survey |
| Total Fleet To Bay Ratio | 12.4 | 10 |
| Forecasted Fleet | 62 | 62 |
| Estimated Bays | 5.0 | 6.2 |

Critical Vehicle Impact

As part of our work scope, we examined the facility impact of servicing only critical vehicles and equipment units for each of the fleets under review. Critical units were considered to be those units that support the primary mission of the agency, such as heavy trucks

| Chart 21: Categorization of Fleet Groups | |
|--|---------------------|
| Critical | Non Critical |
| • Emergency Light Vehicles | • Industrial Equip. |
| • Emergency Trucks | • Passenger Cars |
| • Grounds Equip. | • Pickup Trucks |
| • Heavy Equip. | • Medium Trucks |
| • Heavy Trucks | • Small Equip. |
| • Trailers | |
| • Fixed Route Buses | |
| • Demand Route Buses | |

and equipment for Public Works and RPU and emergency units for Fire and Police. The adjoining table in Chart 21 lists how we divided the vehicle groups into Critical and Non Critical segments.

Fleet Maintenance Facility Planning and Consolidation Evaluation (PRELIMINARY FINAL)

As developed in Exhibit 10, critical vehicles make up 61% of the total fleet count and nearly 80% of the estimated maintenance and repair workload. The work bay estimates now range between 5 and 19 bays for a single shift operation; and, between 4 and 11 for a double shift operation, as tabulated in Chart 22 for 2007.

| Chart 22: Work Bay Estimates For Critical Fleet Only In 2007 | | | | | | |
|--|--------------------|------------------|-------------------|------------------|----------------------|-------------------------|
| Scenario | Fleet Count | Estimated | | | Work Bays (a) | |
| | | MRUs | Work Hours | Mechanics | Single Shift | Double Shift (b) |
| A. Transit Only | 44 | 532.5 | 6,922.5 | 5.1 | 5.1 | 4.0 |
| B. Municipal Only (Includes Fire) | 129 | 512.2 | 6,658.6 | 4.9 | 7.4 | 3.7 |
| C. Transit + Municipal | 173 | 1,044.7 | 13,581.1 | 10.0 | 12.5 | 7.7 |
| D. Transit + Municipal + RPU | 257 | 1,265.2 | 16,447.6 | 12.2 | 15.7 | 9.3 |
| E. Transit + Municipal + RPU + Police + Parks | 431 | 1,523.0 | 19,799.0 | 14.6 | 19.4 | 11.1 |
| Notes: | | | | | | |
| (a) Based on doing 100% of maintenance and repair work in-house and not doing major capitalization work in-house. | | | | | | |
| (b) Based on a minimum of 4 bays for Transit per industry guidelines, and 50% of single shift estimate for other fleets. | | | | | | |

Applying the growth rates described earlier of 25 percent for the Transit fleet and 16 percent for all other fleets, we found that the work bay requirements would increase between 7 and 22 bays for a single shift operation and 4 and 13 for a double shift operation, as derived in Exhibit 11 and tabulated in Chart 23.

| Chart 23: Work Bay Estimates For Critical Fleet Only: 10 Years In Future (a) | | | | | | |
|--|--------------------|------------------|-------------------|------------------|----------------------|-------------------------|
| Scenario | Fleet Count | Estimated | | | Work Bays (b) | |
| | | MRUs | Work Hours | Mechanics | Single Shift | Double Shift (c) |
| A. Transit Only | 62 | 751 | 9,756.5 | 7.2 | 7.2 | 4.0 |
| B. Municipal Only (Includes Fire) | 147 | 594.2 | 7,724.0 | 5.7 | 8.6 | 4.3 |
| C. Transit + Municipal | 209 | 1344.7 | 17480.5 | 12.9 | 15.8 | 7.9 |
| D. Transit + Municipal + RPU | 307 | 1600.4 | 20805.6 | 15.4 | 19.5 | 9.8 |
| E. Transit + Municipal + RPU + Police + Parks | 511 | 1899.5 | 24693.2 | 18.3 | 23.8 | 11.9 |
| Notes: | | | | | | |
| (a) Assumes 25% increase in Transit fleet from 2008 and 16% increase in remaining fleets. | | | | | | |
| (b) Based on doing 100% of maintenance and repair work in-house and not doing major capitalization work in-house. | | | | | | |
| (c) Based on a minimum of 4 bays for Transit per industry guidelines, and 50% of single shift estimate for other fleets. | | | | | | |

Projection Summary and Findings

Fleet Maintenance Facility Planning and Consolidation Evaluation (PRELIMINARY FINAL)

We have summarized our estimates for mechanic staffing and maintenance bay requirements for each scenario in Chart 24 if the facilities were to service the entire fleet and in Chart 25 if the facilities were to service only the critical vehicles. From these projections we found that:

- The minimum number of work bays needed is four, provided such a facility is operated with two work shifts. Furthermore, this facility would be limited to servicing either the Transit fleet only or the critical vehicles only of the Municipal fleet.
- The minimum facility size needed for a single shift operation is seven work bays for the Transit fleet and nine work bays for the Municipal fleet of critical vehicles only.
- A facility that consolidates Transit and Municipal fleet maintenance would require a minimum of eight work bays and a maximum of nineteen work bays, depending on the number of shifts operated and whether it services all or only critical vehicles of these two fleets.
- A 25 percent overbuild for a transit maintenance facility provides only two additional work bays, and these would not be sufficient to fully accommodate the maintenance of the Municipal fleet.
- A facility that consolidates Transit, Municipal and RPU fleet maintenance would require at minimum ten work bays and at maximum 24 work bays, depending on the number of shifts operated and whether it services all or only critical vehicles of these three fleets.
- A facility that consolidates Transit, Municipal, RPU, Police and Parks fleet maintenance would require at minimum 12 work bays and at maximum 31 work bays, depending on the number of shifts operated and whether it services all or only critical vehicles of these four fleets.
- Specialty bays for welding and washing would be in addition to those forecasted here.

Chart 24: Summary of Work Bay Estimates For Complete Fleet

| Scenario | Current | | | Future (10 Years) (a) | | |
|--|---------------|--------------|------------------|-----------------------|--------------|------------------|
| | Mechanics (b) | Work Bays | | Mechanics (b) | Work Bays | |
| | | Single Shift | Double Shift (c) | | Single Shift | Double Shift (c) |
| A. Transit Only | 5.1 | 5.1 | 4.0 | 7.2 | 7.2 | 4.0 |
| B. Municipal Only | 6.6 | 9.8 | 4.9 | 7.6 | 11.4 | 5.7 |
| C. Transit + Municipal | 11.7 | 15.0 | 7.5 | 14.8 | 18.6 | 9.3 |
| D. Transit + Municipal + RPU | 15.0 | 19.9 | 9.9 | 18.6 | 24.3 | 12.2 |
| E. Transit + Municipal + RPU + Police + Parks | 18.5 | 25.2 | 12.6 | 22.8 | 30.5 | 15.3 |
| Notes: | | | | | | |
| (a) Assumes 25% increase in Transit fleet from 2008 and 16% increase in remaining fleets. | | | | | | |
| (b) Based on doing 100% of maintenance and repair work in-house and not doing major capitalization | | | | | | |

Fleet Maintenance Facility Planning and Consolidation Evaluation (PRELIMINARY FINAL)

- work in-house.
- (c) Based on a minimum of 4 bays for Transit per industry guidelines, and 50% of single shift estimate for other fleets.

| Chart 25: Summary of Work Bay Estimates For Critical Fleet | | | | | | |
|--|---------------|--------------|--------------|-----------------------|--------------|------------------|
| Scenario | Current | | | Future (10 Years) (a) | | |
| | Mechanics (b) | Work Bays | | Mechanics (b) | Work Bays | |
| | | Single Shift | Double Shift | | Single Shift | Double Shift (c) |
| A. Transit Only | 5.1 | 5.1 | 4.0 | 7.2 | 7.2 | 4.0 |
| B. Municipal Only | 4.9 | 7.4 | 3.7 | 5.7 | 8.6 | 4.3 |
| C. Transit + Municipal | 10.0 | 12.5 | 6.3 | 12.9 | 15.8 | 7.9 |
| D. Transit + Municipal + RPU | 12.2 | 15.7 | 7.8 | 15.4 | 19.5 | 9.7 |
| E. Transit + Municipal + RPU + Police + Parks | 14.6 | 19.4 | 9.7 | 18.3 | 23.8 | 11.9 |
| Notes: (a) Assumes 25% increase in Transit fleet from 2008 and 16% increase in remaining fleets. (b) Based on doing 100% of maintenance and repair work in-house and not doing major capitalization work in-house. (c) Based on a minimum of 4 bays for Transit per industry guidelines, and 50% of single shift estimate for other fleets. | | | | | | |

Another way to view the results is to relate the scope of fleet activities that a facility of a given size could accommodate. This perspective is shown in the table of Exhibit 12 and bar chart of Exhibit 13. These were needed since there are numerous combinations of service capacity available based on the size and composition of the specific fleets served.

IV. ILLUSTRATIVE LAYOUTS AND COST ESTIMATES

INTRODUCTION

Using the information collected during this study and the forecasts developed in the preceding chapter, we developed the illustrative layout in Exhibit 14 for a new Centralized fleet maintenance facility. The facility consists of 16 work bays, plus two additional bays for welding and vehicle washing. This facility can service various combinations of fleet vehicles in the future depending on the number of work shifts it operates, and the amount of work done in-house, as described in the previous chapter. For planning purposes, we have assumed a future growth rate of 25% for the Transit fleet and 16% (1½ percent per year compounded over 10 years) for the rest of the City fleet vehicles.

If this facility were operated with one work shift only, it should have enough capacity to accommodate the critical vehicles of both the Transit and Municipal fleets now and into the future. If the facility were operated with two work shifts, it should have enough capacity to accommodate any combination of Transit, Municipal, RPU, Police and Parks fleets now and into the future. Furthermore, should the fleet grow faster in size than anticipated; the welding and wash bays can be converted to work bays on an interim basis. Of course, those activities would have to be relocated to another building on site. Alternately, the facility layout is capable of being expanded at each end.

It should be noted that the floor plan of Exhibit 14 is illustrative and represents only one possible way the space can be organized. There can be other variations in space layouts. A professional architect can use these layouts along with additional input from City to develop the final plans for the facility.

FACILITY LAYOUT

The new facility is 276 ft. wide by 106 ft. deep by 28 ft. high. It has a total ground floor area of 29,300 sq. feet. The proposed facility consists of separate wings of work bays allocated to Transit and Municipal fleet maintenance, plus a Central Service Core.

The Service Core is 70 ft. wide by 106 ft. deep and has space for: centralized parts storage, tire storage, men's and women's locker facilities and other functions. There is also provision for a second floor above the Service Core to provide space for administrative offices for Fleet Management as well as additional storage areas for parts and tires. Also, while we have incorporated a welding/machine shop into the proposed facility, we have not included space for major component rebuilding or a paint and body shop since we assumed that it would be more economical to outsource these activities.

The wash rack included in the design is primarily for cleaning non-Transit vehicles. The washing of Transit vehicles would be performed in a separate drive-through bus wash facility on site.

The facility also includes such equipment and features as:

- Drive-through maintenance and repair bays that are designed for quick access and egress.
- 14 ft. wide doors, overhead powered.
- Air compressor.
- Elevator (For handicap access to the second floor).
- Emergency generator.
- Exhaust ventilation system.
- Light, medium and heavy duty lifts that are floor mounted.
- Overhead bridge cranes.
- Overhead product dispenser reels (Oil, transmission fluid, air supply)
- Waste oil heater.

SUPPORT FACILITIES

There also will need for the following support facilities on site: bus storage facility, bus wash facility, and a refueling island. The estimated dimensions for these facilities are tabulated in Chart 26 below.

| Chart 26: Estimated Dimensions For Ancillary Facilities | | | |
|--|---------------------|--------------------|--------------------|
| Facility | Length (ft.) | Width (ft.) | Area (s.f.) |
| Bus Storage Facility (63 buses) | 126 | 315 | 39,690 |
| Bus Wash Building (drive-through) | 30 | 90 | 2,700 |
| Fueling Island (Transit and Municipal Fleets) | 50 | 60 | 3,000 |

The bus storage facility accommodates 63 buses. For illustrative purpose, we configured this facility with 9 rows of parking lanes, with each lane containing 7 parking stalls that are 14 ft. by 50 ft. each. This configuration could be modified to produce about the same number of parking stalls but with fewer rows of greater length.

The bus wash facility may be able to accommodate both Transit buses and Municipal trucks depending on the type of washing equipment selected. The City will need eventually to conduct a cost benefit analysis of the various bus and truck washing systems currently available before deciding which option to pursue in the future. Finally, the fueling island should be able to fuel buses, trucks and light vehicles at the same location, but preferably in dedicated lanes to separate traffic flow among the three different vehicle types.

ILLUSTRATIVE SITE PLAN

Exhibit 15 illustrates a site plan that provides sufficient space for the new vehicle maintenance, bus storage and wash facilities, as well as parking for traffic circulation and parking areas for vehicles awaiting repair and vehicles already repaired. The site plan is 800 ft. wide by 600 ft. deep, for an overall area of 480,000 square feet or about 11 acres. The plan promotes the smooth flow of buses to maintenance, washing, fueling fare collection and storage without interfering with flow of other trucks headed for inspection or repair at the maintenance shop. We have also included a 15 ft. buffer zone and a circulation road around the perimeter of the site. Also, shown are one or more possible entry/exit locations for this plan.

Both the facility layout and site plan shown in this report are intended for illustrative purposes only. Local building codes will dictate minimum space and site plan requirements. Furthermore, the City may choose to refine these layouts after further consultation with its architects, site planners, and user groups.

CONSTRUCTION COST ESTIMATES

We have developed preliminary construction cost estimates for the proposed fleet maintenance and support facilities. These estimates, totaling \$9.4 million, are detailed respectively in Exhibit 16 and 17, and are summarized in Chart 27 below.

| Chart 27: Estimated 2008 Construction Costs For New Transit and Municipal Fleet Maintenance Complex (a) | |
|--|--------------------|
| Item | Amount (b) |
| Maintenance Facility | \$4,858,700 |
| Bus Storage Facility | \$3,539,100 |
| Bus Wash and Vacuum Facility | \$766,000 |
| Fuel Station | \$220,000 |
| Total | \$9,383,800 |
| Note: (a) Excludes site development costs which are unknown at this time. (b) Includes 10% contingency. | |

The estimates are based primarily on construction cost data published by R.S. Means® for 2006 and subsequently factored up to 2008 prices. We used an escalation rate of 16% for the two-year period between 2006 and 2008, which equals the same increase in the R.S. Means® cost index for Rochester between 2004 and 2006.

Site development costs are unknown at this time. Land acquisition costs were estimated by the Public Works Department to total \$4 million, of which \$1 million are to be allocated to Transit.

V. CENTRALIZATION IMPACTS

CENTRALIZATION VERSUS DECENTRALIZATION

As noted earlier in this report, the City fleet is diversified and is managed on a decentralized basis. There is no centralized citywide coordination of fleet management or maintenance activities. Fleet acquisition, maintenance and disposal are the responsibilities of the individual departments.

Yet, the fleet is not small and totals over 700 vehicle and equipment units and costs millions of dollars to own, operate and maintain. Given this scale of operation there is potential to gain some capital and operating efficiencies through centralization of fleet management activities. Typically, governments centralize the fleet management function to obtain such advantages as:

- Economies of scale regarding fleet maintenance staff and facilities.
- Greater standardization of vehicles and equipment purchased.
- Concentration of technical expertise, advocacy, accountability and control in a single organization whose primary mission is fleet management.
- Fleet related policies and procedures that are comprehensive and consistent citywide.
- Centralized database of fleet inventories, maintenance records, and cost data.
- Periodic evaluations of fleet size and mix to eliminate or redeploy underutilized fleet units and promote a more efficient fleet size through pooling or sharing of resources.

On the other hand, decentralization has certain advantages too, and includes:

- A fuller understanding the local operating environment.
- Being more responsive to user needs and directly accountable for performance.
- Avoiding the issues associated with cross subsidization of service charges.
- Avoiding the situations involving conflicting priorities by trying to service more than one department's fleet.

CENTRALIZATION RECOMMENDATIONS FOR ROCHESTER

In our opinion, the most logical areas to centralize the fleet operation in the City of Rochester are with the Public Works and Transit fleets. Both of these operations will need additional fleet

maintenance and repair capacity. The Street Maintenance Garage used by Public Works is located on a parcel of City owned land that has been sold and will need to be vacated in the future. The Transit fleet is expanding and has already outgrown existing storage facilities for the fixed route fleet. Additional maintenance and storage space will be needed in future years to meet the goals of the recently published Transit Development Program. Moreover and as is demonstrated in the next section, there is strong economic incentive for the City to begin to take on maintenance of the Transit fleet.

Since the Parks and RPU fleet operations have ample facilities to service their own fleets, building additional maintenance facilities to service these two fleets is not needed in the foreseeable future. Instead, there are certain value added services that a centralized fleet management function can offer to them on a service level agreement and cost reimbursement basis, such as:

- Vehicle washing
- Vehicle fueling
- Fleet specification
- High service bay access
- Light vehicle maintenance
- State DOT inspections
- Fleet performance reports

Similarly, the Police Department fleet operation has access to sufficient capacity to service its fleet. What it could use from a centralized fleet function is access to comprehensive fleet management cost, performance and statistical data. This service too could be provided on a service level agreement and cost reimbursement basis.

The Fire Department does need dedicated vehicle maintenance space and would benefit by consolidating its fleet maintenance into a central facility that has work bays of sufficient clearance.

The Waste Reclamation Plant, which is part of the Public Works Department, would benefit from the technical automotive expertise that a centralized fleet maintenance function would

bring. Currently, its workers share fleet maintenance responsibilities with plant maintenance duties. Also, WRP would have access to more fleet oriented performance statistics on its operation.

The City Departments with smaller fleets like Library, Animal Control, Housing Inspection, etc., would also benefit from centralized management and maintenance of their fleets. They would be relieved of the administrative and technical burdens of fleet maintenance and management. Their maintenance costs should be lowered by technical oversight of repairs made on their vehicles by local vendors. The City as a whole would benefit through improved fleet standardization.

Regardless, of the ultimate centralization plan the City chooses to pursue, we would recommend that a centralized fleet management function:

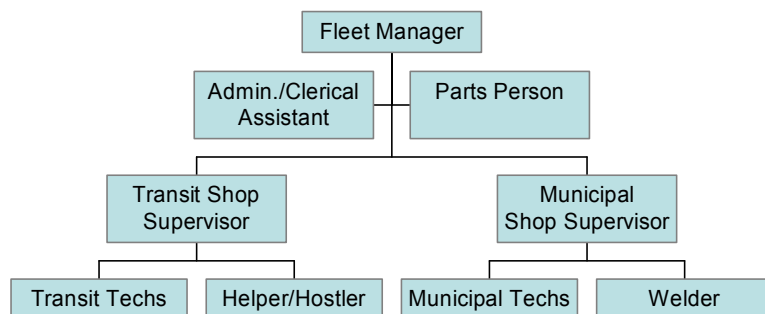
- Obtain modern and user friendly fleet management software capable of inventorying and measuring the utilization of the entire City-owned fleet vehicles regardless if they are maintained on a centralized basis.
 - The new system should also be used to monitor shop performance and the life-cycle costs of the vehicle and equipment fleet.
- “Earn” the business of each user fleets it intends to serve.
- Develop service level agreements with its fleet customers.

SAMPLE CENTRALIZED FLEET ORGANIZATIONS

We have illustrated, in Charts 28 and 29

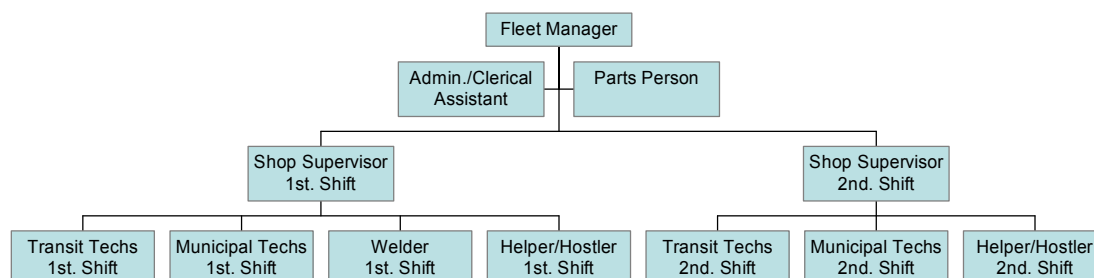
Chart 28: Illustrative Chart For Consolidated Fleet Organization (One Shift Operation)

sample organizations of a centralized fleet management function. The first example assumes a one shift operation, with Transit and Municipal Shop supervisors each responsible for their respective shops, as illustrated in Chart 28.



The second assumes a two-shift operation two Shop Supervisors, one for the first shift and one for the second shift. Each would be responsible for both the Transit and Municipal shops on their respective shifts, as illustrated below.

**Chart 29: Illustrative Chart For Consolidated Fleet Organization
(Two Shift Operation)**



While fleet maintenance responsibilities would be divided between the Transit and Municipal shops, the technicians should be cross trained to work in either shop. The helper or hostler in the Transit shop would be used primarily for maneuvering buses to and from the maintenance, storage and wash facilities. The welder would be expected to equally serve both shops. Reporting to the fleet manager would be the two shop supervisors, and a parts person who would be responsible for management of the single parts room that would also serve both shops. The Fleet manager would also have an administrative/clerical assistant who among other duties would be responsible for fleet accounting, performance reporting, utilization statistics, and registering of fleet vehicles.

ESTIMATED COSTS AND SAVINGS

To estimate the potential costs and savings that would be generated if the City of Rochester were to centralize its fleet maintenance operation, we focused on the following aspects:

- Substitution of City maintenance of the Transit fleet for private contractor maintenance.
- Increased control of vehicle maintenance expenses.
- Reduction in contractor auditing costs.
- Elimination or reduction of “Leases and Allowance Charges”.
- Reduction in deadhead mileage for the demand route bus system.
- Amortization of new construction costs.

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When compared to costs of constructing and staffing new vehicle maintenance facility and support facilities, we found that the City would save about \$176,400 per year, as developed in Exhibit 18 and summarized in adjoining Chart 30.

| Chart 30: Summary Of Annual Savings From Transit Fleet Maintenance Consolidation (2008) | | | |
|--|-------------------------|------------------|--------------------------|
| Item | Annual Costs | | Estimated Savings |
| | Private Operator | City | |
| Personnel Services | \$683,300 | \$606,000 | \$77,300 |
| Operating Expenses | \$150,000 | \$150,000 | \$0 |
| Deadhead Miles | \$15,600 | \$0 | \$15,600 |
| Depreciation, Leases & Allowances | \$240,200 | \$41,500 | \$198,700 |
| Auditing Expenses | \$70,000 | \$52,500 | \$17,500 |
| Amortization | \$0 | \$121,700 | -\$121,700 |
| Land Acquisition | \$0 | \$11,000 | -\$11,000 |
| Total | \$1,159,100 | \$982,700 | \$176,400 |

This cost analysis examined differences in:

Reduction In Personnel Costs

We compared the differences in personnel costs attributable to the City adding staff to perform bus fleet maintenance and the removal of charges for supervisors, mechanics, washers and yards personnel from the private contractor.

Control of Operating Expenses

We expect there will savings in other operation costs through increased control of major fleet maintenance expenses, such as: warranty recovery, parts purchases, and major maintenance expenditures. However, for the purpose of this analysis we conservatively assumed no savings in these operating expenses.

Reduction in Deadhead Miles

There would be a reduction in deadhead miles traveled resulting from dispatching and maintaining Transit vehicles at a more centralized location present. This primarily applies to the demand route buses, which are serviced near the Rochester Airport that is 10 miles or 15 minutes driving

time from the center of Rochester. The resulting amount of deadhead travel for 4 City buses is about 2 hours per day ($\frac{1}{4}$ hour X 4 buses X 2 times per day). With 260 weekdays per year, this deadhead travel totals to 520 bus hours per year. This time represents the economic equivalent of \$15,600 per year at the current bus contractor rate of \$30 per hour.

In contrast, the relocation of fixed route buses is expected to have a negligible or possibly a small positive impact on travel time. This relocation involves a change of only two miles in a northeasterly direction, which is the same general direction where future transit route growth is expected to occur.

Similarly, we would expect that the impact of changing the maintenance location for Public Works vehicles to be negligible since the vast majority of Public Works would be domiciled at the same site of a new maintenance facility.

Elimination or Reduction in Depreciation, Leases and Allowance Charges

Certain depreciation, leases and allowance charges would be eliminated or reduced. The following charges should be eliminated: Depreciation of Shop & Office Equipment, Office/Shop Use Allowance, Garage Use Allowance, Property Taxes, and Property Insurance. While we would expect that Utilities charges would be reduced through the construction of a more energy efficient building, we conservatively assumed no savings in Utilities' expenses.

Reduction in Auditing Expenses

The City's Finance Department estimated that Auditing expenses would be reduced by 25 percent.

Amortization of New Facility Construction Costs

Finally, these annual changes in operating expenses must be weighed against the annual costs of amortizing the construction of new facilities. The City will benefit from the 80% funding match that is available from the Federal Transit Administration to offset the capital costs of Transit facility construction. Accordingly, we first allocated the new facility construction costs estimated in Exhibits 15 and 16 into Transit and non-transit portions. Next, we multiplied the Transit por-

tions by the amortization factor of 8.366% (derived from a 5.5 percent interest and a 20-year life) to produce the average annual costs of amortizing the new construction.

Site Development and Land Costs

We did not include the costs of site development in this comparative analysis since we expect that the new Transit maintenance facility would be collocated with a new Municipal maintenance facility. This new Municipal maintenance facility along with a new Public Works service center complex will need to be built anyway since the City has sold the land at its Fourth Street service center and will be vacating that site in the future.

Estimated Land acquisition costs were provided by the Public Works Department. Since land does not depreciate, the annual cost to finance their acquisition was obtained by multiplying the 5.5 percent assumed interest rate times their initial cost.

OTHER CONSIDERATIONS

One Versus Two Shift Operation

As noted in the preceding chapter, the number of shifts that a maintenance facility operates has a direct bearing on the capacity of that facility. The addition of a second shift effectively doubles the capacity of the facility. Thus, fewer bays would need to be constructed to service a fleet of a given size.

The use of a second shift has another advantage. Vehicles can be serviced during the period of time when they are not in use. This potentially can reduce the amount of vehicle downtime and the number of spare units since vehicles would not have to be taken out of service as often to perform preventive maintenance inspections. Also, repairs that take more than one shift to complete can be completed on the second shift so that the vehicle can be returned to service sooner.

On the other hand, the use of a second shift brings other challenges. Maintenance and repair work now must be coordinated between the two shifts. Additional supervision will be needed, and mechanics may need to be paid incentives to work on a second shift.

As an example, we compared the capacities and costs of constructing and staffing the 16-bay facility described earlier and operated with one shift versus the costs of constructing and staffing a 12-bay facility with two shifts. The 16-bay facility would have enough bays for 13 mechanics; based on allocating 7 bays with 7 mechanics for Transit work at 1.0 bay per mechanic; and, 9 bays with 6 mechanics for Municipal work at 1.5 bays per mechanic. A 12-bay facility would have enough bays for 18 mechanics, if operated with two shifts. This assumes that work is evenly divided between the first and second shifts; that 3 bays with 3 mechanics per shift are allocated for Transit work at 1.0 bay per mechanic; and, that 9 bays with 6 mechanics per shift are allocated for Municipal work at 1.5 bays per mechanic.

Thus, the 12-bay facility with two shifts can accommodate more mechanics and work than the 16-bay facility with only one shift. For example, the 12-bay facility with 10 mechanics could initially operate with a single shift and have sufficient capacity to service a consolidated Transit and Municipal fleet operation. In the future, this facility could service all Transit, Municipal, RPU, Police and Parks critical vehicles by adding 8 mechanics operating on two shifts. In contrast, the 16-bay facility operating with 13 mechanics on a single shift in the future would be limited to servicing only the critical vehicles of a consolidated Transit and Municipal fleet operation.

For the cost comparison, we assumed that both the 16-bay and 12-bay facilities would be staffed with an equal number of 13 mechanics each. We also assumed that the second shift for the 12-bay facility would require additional supervision, and that there would be an incentive pay differential of 50 cents per hour.

We then compared the average annual costs of constructing and staffing each facility. The estimated costs of constructing a 12-bay facility are \$4.1 million, as developed in Exhibit 19. This is \$0.8 million less than the \$4.9 million that had been estimated in Exhibit 16 for a 16-bay facility. However, after taking into account matching funds available for the transit portion of the facility costs, the difference in the local share of costs is less than \$0.5 million. (See the upper section of Exhibit 20.)

On the other hand, the costs to staff a two shift operation will be greater than those for a one shift operation because of the added supervision and pay differentials needed for the second shift. (See lower section of Exhibit 20.) We found that the combined annual costs of the 12-bay facility (with two shifts) are slightly more expensive (by about 0.4%)) than those of the 16-bay facility (with one shift) as summarized in Chart 31.

| Chart 31: Comparison of Average Annual Costs Of 12 Bay versus 16-Bay Facility in 2008 | | | |
|--|----------------------------------|-----------------------------------|-------------------|
| Item | 16-Bay With One Shift | 12-Bay With Two Shifts | Difference |
| Amortization of Local Share Costs | \$244,600 | \$202,800 | -\$41,200 |
| Annual Staff Expenses | \$1,373,000 | \$1,421,400 | \$48,400 |
| Total | \$1,617,000 | \$1,624,200 | \$7,200 |

Spare Vehicle Ratios

Managing fleet size in relation to service levels is an important management and resource allocation consideration. Transit managers use the spare ratio factor as one performance measure of how they are doing. Furthermore, the Federal Transit Administration (FTA) and many state agencies review spare ratios to evaluate the effectiveness of fleet management and whether a transit agency needs financial assistance to acquire new buses for fleet additions and replacements.

Accordingly, the Federal Transit Administration sponsored research in 1995 to document and examine the critical site specific variables that affect the number of spare vehicles that bus systems need to maintain maximum service requirements. This project involved surveying and interviewing transit managers from a cross section of bus transit agencies of varying size and geographic location in the United States and Canada.ⁱ

The study found that the variables affecting the need for spare buses were multiple, complex, and interrelated. The most commonly cited ones were:

- Maintenance Programs
- Road calls
- Operating Environment
- Vehicles per Mechanic
- Annual Bus Mileage
- ADA and Alternative-Fuel Buses
- Bus Operating Speeds
- Management and Finance
- Ridership Fluctuations
- Bus Purchase/Retirement Schedule
- Service/Route Adjustments
- Inventory Management
- Age of Fleet Maintenance
- Training
- Peak-to-Base Ratio
- Bus Back-up for Rail Service
- Disruptions
- Fleet Mix of Makes and Models

The study noted:

“If a bus transit system has been able to purchase buses regularly, has had relatively few makes and models in its inventory, has been able to maintain or increase ridership, has had strong preventive maintenance programs, including midlife overhaul of buses, and has provided specialized and continual training to its maintenance staff, the chances are high that it will need fewer spare buses than those allowed by the FTA 20 percent guideline and fewer spare buses than the average or median industry index.

The study also found that characteristics such as low speeds and/or high mileage, poor road conditions, and difficult labor/management relations tended to increase spare bus requirements and ratios.

Peak-to-Base Ratio

The study also examined the impact of the Peak-to-Base ratio on maintenance service schedules. (This is the ratio between the number of revenue vehicles operating in passenger service during the peak period and the number of revenue vehicles operating in service during the base period.)

The study found:

“While this indicator can have an impact on maintenance service schedules, the results of the study showed that many bus systems are already performing maintenance on the day shifts, even if they do not have a large number of buses in the house. There were wide variations in the peak-to-base ratio as compared with the spare ratio. However, it ap-

peared to give an agency some edge if preventive maintenance could be performed in the first shift without impacting service requirements.”

ⁱ Pierce, Judith T. and Elizabeth K. Moser. “System Specific Spare Bus Ratios: A Synthesis of Transit Practice,” Transit Cooperative Research Program (TCRP), Synthesis #11: 1995.

EXHIBITS

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION
PUBLIC WORKS WORK ORDER ACTIVITY BY VEHICLE TYPE FOR 2006

Exhibit 1

| Vehicle Class | Vehicle Group | Maintenance and Repair Costs | | | Percent of Total | | | Estimated Hours | Vehicles Serviced | Hours Per Vehicle |
|------------------------|-------------------|------------------------------|------------------|------------------|------------------|---------------|---------------|-----------------|-------------------|-------------------|
| | | Labor | Parts | Total | Labor | Parts | Total | | | |
| Dump Truck | Heavy Trucks | \$19,496 | \$57,751 | \$77,246 | 27.5% | 18.9% | 20.5% | 684.1 | 26 | 26.3 |
| Street Sweeper | Heavy Trucks | \$10,214 | \$43,191 | \$53,405 | 14.4% | 14.1% | 14.2% | 358.4 | 6 | 59.7 |
| Pickup | Light Vehicles | \$9,575 | \$37,726 | \$47,300 | 13.5% | 12.3% | 12.6% | 336.0 | 44 | 7.6 |
| Plow | Other | \$5,591 | \$40,602 | \$46,193 | 7.9% | 13.3% | 12.3% | 196.2 | 76 | 2.6 |
| Trailer | Trailers | \$2,892 | \$16,626 | \$19,517 | 4.1% | 5.4% | 5.2% | 101.5 | 12 | 8.5 |
| Tandem Truck | Heavy Trucks | \$2,861 | \$8,952 | \$11,813 | 4.0% | 2.9% | 3.1% | 100.4 | 2 | 50.2 |
| Wheel Loader | Equipment | \$2,471 | \$11,638 | \$14,109 | 3.5% | 3.8% | 3.7% | 86.7 | 4 | 21.7 |
| Grader | Equipment | \$1,861 | \$7,739 | \$9,600 | 2.6% | 2.5% | 2.5% | 65.3 | 4 | 16.3 |
| Rodder Truck | Heavy Trucks | \$1,809 | \$5,810 | \$7,619 | 2.6% | 1.9% | 2.0% | 63.5 | 2 | 31.7 |
| Sedan | Light Vehicles | \$1,337 | \$3,805 | \$5,142 | 1.9% | 1.2% | 1.4% | 46.9 | 14 | 3.4 |
| Semi-Tractor | Heavy Trucks | \$1,180 | \$4,224 | \$5,404 | 1.7% | 1.4% | 1.4% | 41.4 | 1 | 41.4 |
| Misc. Grounds Equip. | Equipment | \$1,134 | \$1,768 | \$2,902 | 1.6% | 0.6% | 0.8% | 39.8 | 4 | 10.0 |
| Flusher Truck | Heavy Trucks | \$877 | \$2,657 | \$3,534 | 1.2% | 0.9% | 0.9% | 30.8 | 1 | 30.8 |
| Roller | Equipment | \$852 | \$3,121 | \$3,973 | 1.2% | 1.0% | 1.1% | 29.9 | 4 | 7.5 |
| SUV/Suburban | Light Vehicles | \$786 | \$3,439 | \$4,224 | 1.1% | 1.1% | 1.1% | 27.6 | 3 | 9.2 |
| Backhoe/Loader | Equipment | \$762 | \$4,741 | \$5,502 | 1.1% | 1.5% | 1.5% | 26.7 | 3 | 8.9 |
| Tank | Equipment | \$678 | \$3,252 | \$3,929 | 1.0% | 1.1% | 1.0% | 23.8 | 4 | 5.9 |
| Misc. Equipment | Equipment | \$662 | \$5,673 | \$6,335 | 0.9% | 1.9% | 1.7% | 23.2 | 9 | 2.6 |
| Step Van | Medium Trucks | \$656 | \$1,252 | \$1,908 | 0.9% | 0.4% | 0.5% | 23.0 | 1 | 23.0 |
| Misc. Bldg. Maint Eqp. | Equipment | \$525 | \$4,754 | \$5,278 | 0.7% | 1.6% | 1.4% | 18.4 | 2 | 9.2 |
| Dozer | Equipment | \$486 | \$3,419 | \$3,905 | 0.7% | 1.1% | 1.0% | 17.1 | 1 | 17.1 |
| Air Compressor | Equipment | \$479 | \$1,024 | \$1,502 | 0.7% | 0.3% | 0.4% | 16.8 | 1 | 16.8 |
| Spreader | Other | \$428 | \$1,455 | \$1,883 | 0.6% | 0.5% | 0.5% | 15.0 | 6 | 2.5 |
| Paver | Equipment | \$352 | \$2,230 | \$2,583 | 0.5% | 0.7% | 0.7% | 12.4 | 1 | 12.4 |
| Vacuum Truck | Heavy Trucks | \$311 | \$5,754 | \$6,065 | 0.4% | 1.9% | 1.6% | 10.9 | 1 | 10.9 |
| Roll Off Truck | Heavy Trucks | \$302 | \$1,377 | \$1,679 | 0.4% | 0.5% | 0.4% | 10.6 | 1 | 10.6 |
| Farm Tractor | Equipment | \$290 | \$2,151 | \$2,441 | 0.4% | 0.7% | 0.6% | 10.2 | 2 | 5.1 |
| Skidsteer Loader | Equipment | \$290 | \$1,141 | \$1,431 | 0.4% | 0.4% | 0.4% | 10.2 | 1 | 10.2 |
| Hand/Tool | Other | \$288 | \$1,015 | \$1,303 | 0.4% | 0.3% | 0.3% | 10.1 | 9 | 1.1 |
| Lift Truck | Heavy Trucks | \$196 | \$1,485 | \$1,681 | 0.3% | 0.5% | 0.4% | 6.9 | 2 | 3.4 |
| TV Circuit | Other | \$189 | \$8,183 | \$8,372 | 0.3% | 2.7% | 2.2% | 6.6 | 1 | 6.6 |
| Utility Cart | Equipment | \$150 | \$669 | \$819 | 0.2% | 0.2% | 0.2% | 5.3 | 1 | 5.3 |
| Vibratory Plate | Equipment | \$138 | \$195 | \$332 | 0.2% | 0.1% | 0.1% | 4.8 | 3 | 1.6 |
| General | Other | \$135 | \$761 | \$897 | 0.2% | 0.2% | 0.2% | 4.7 | 4 | 1.2 |
| Heavy Truck | Heavy Trucks | \$121 | \$136 | \$257 | 0.2% | 0.0% | 0.1% | 4.2 | 2 | 2.1 |
| Wrecker | Heavy Trucks | \$116 | \$520 | \$636 | 0.2% | 0.2% | 0.2% | 4.1 | 1 | 4.1 |
| Minivan | Light Vehicles | \$113 | \$885 | \$998 | 0.2% | 0.3% | 0.3% | 4.0 | 4 | 1.0 |
| Arrow Board | Equipment | \$70 | \$497 | \$567 | 0.1% | 0.2% | 0.2% | 2.5 | 1 | 2.5 |
| Welder | Equipment | \$55 | \$36 | \$91 | 0.1% | 0.0% | 0.0% | 1.9 | 2 | 1.0 |
| Generator | Equipment | \$45 | \$7 | \$52 | 0.1% | 0.0% | 0.0% | 1.6 | 1 | 1.6 |
| Patrol Sedan | Emergency Vehicle | \$40 | \$191 | \$232 | 0.1% | 0.1% | 0.1% | 1.4 | 1 | 1.4 |
| Manhole | Other | \$30 | \$1,648 | \$1,678 | 0.0% | 0.5% | 0.4% | 1.1 | 1 | 1.1 |
| Mower | Equipment | \$15 | \$70 | \$85 | 0.0% | 0.0% | 0.0% | 0.5 | 3 | 0.2 |
| Broom | Other | \$15 | \$396 | \$411 | 0.0% | 0.1% | 0.1% | 0.5 | 1 | 0.5 |
| Ice Resurfacer | Heavy Trucks | \$9 | \$33 | \$42 | 0.0% | 0.0% | 0.0% | 0.3 | 1 | 0.3 |
| Concrete Saw | Other | \$0 | \$51 | \$51 | 0.0% | 0.0% | 0.0% | 0.0 | 1 | 0.0 |
| Grapple | Other | \$0 | \$1,885 | \$1,885 | 0.0% | 0.6% | 0.5% | 0.0 | 1 | 0.0 |
| Total | | \$70,882 | \$305,934 | \$376,812 | 100.0% | 100.0% | 100.0% | 2,487.1 | 276 | 9.0 |

Note

(a) Based on average labor rate \$28.50 per hour.

Source: Chatham analysis of Completed Work Order Summary Reports from Public Works.

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Exhibit 2

PUBLIC WORKS WORK ORDER ACTIVITY BY ACTIVITY TYPE FOR 2006

| Work Description | Maintenance and Repair Costs | | | Hours (a) | Percent of Total |
|-------------------|------------------------------|------------------|------------------|----------------|------------------|
| | Labor | Parts | Total | | |
| Oil Change | \$13,061 | \$33,365 | \$46,426 | 458.3 | 18.4% |
| D.O.T. Inspection | \$11,763 | \$27,588 | \$39,350 | 412.7 | 16.6% |
| Body | \$9,448 | \$53,680 | \$63,127 | 331.5 | 13.3% |
| P.M. Inspection | \$5,390 | \$18,005 | \$23,395 | 189.1 | 7.6% |
| Engine | \$5,330 | \$17,539 | \$22,869 | 187.0 | 7.5% |
| Electrical | \$4,244 | \$20,612 | \$24,856 | 148.9 | 6.0% |
| Plow | \$4,052 | \$36,586 | \$40,637 | 142.2 | 5.7% |
| Set Up | \$3,887 | \$6,115 | \$10,002 | 136.4 | 5.5% |
| Hydraulic | \$2,916 | \$24,187 | \$27,103 | 102.3 | 4.1% |
| Sweeper | \$2,679 | \$21,983 | \$24,661 | 94.0 | 3.8% |
| Cooling | \$1,670 | \$5,743 | \$7,413 | 58.6 | 2.4% |
| Brakes | \$1,662 | \$3,755 | \$5,417 | 58.3 | 2.3% |
| Salt | \$1,065 | \$6,544 | \$7,609 | 37.4 | 1.5% |
| Tires | \$1,039 | \$9,947 | \$10,987 | 36.5 | 1.5% |
| Suspension | \$881 | \$10,238 | \$11,119 | 30.9 | 1.2% |
| Drive Train | \$707 | \$2,471 | \$3,178 | 24.8 | 1.0% |
| Transmissio | \$414 | \$5,096 | \$5,510 | 14.5 | 0.6% |
| Exhaust | \$368 | \$732 | \$1,101 | 12.9 | 0.5% |
| Sewer Sys | \$112 | \$351 | \$463 | 3.9 | 0.2% |
| Sander | \$107 | \$581 | \$688 | 3.7 | 0.2% |
| Oiler | \$36 | \$604 | \$640 | 1.3 | 0.1% |
| Accident Repair | \$32 | \$120 | \$151 | 1.1 | 0.0% |
| (Blank) | \$18 | \$91 | \$110 | 0.6 | 0.0% |
| Total | \$70,882 | \$305,934 | \$376,812 | 2,487.1 | 100.0% |

Note

(a) Based on average labor rate \$28.50 per hour.

Source: Chatham analysis of Completed Work Order Summary Reports from Public Works.

**CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION**

Exhibit 3

RPU WORKS WORK ORDER ACTIVITY BY VEHICLE CLASS FOR 2006

| RPU Class | RPU Class Description | Hours Worked | Count | Hrs Per Veh | Percent Of Total |
|------------------|---|---------------------|--------------|--------------------|-------------------------|
| PV02 | Passenger Vehicles - Pickups | 1,066 | 42 | 25.4 | 23.3% |
| AB01 | Aerial Buckets | 819 | 8 | 102.4 | 17.9% |
| DD01 | Digger Derricks | 763 | 6 | 127.1 | 16.6% |
| TRK03 | Trucks - Misc Material Handling | 486 | 17 | 28.6 | 10.6% |
| TR01 | Trailers | 362 | 39 | 9.3 | 7.9% |
| TRK01 | Trucks - Dump Trucks | 261 | 6 | 43.5 | 5.7% |
| TRK02 | Trucks - Coal | 180 | 4 | 44.9 | 3.9% |
| PV01 | Passenger Vehicles - Cars | 127 | 7 | 18.1 | 2.8% |
| CN03 | Construction - Power Operated Equipment | 123 | 9 | 13.7 | 2.7% |
| FLM01 | Fleet Equipment - Miscellaneous | 119 | 102 | 1.2 | 2.6% |
| FLM03 | Fleet Equipment - Forklifts | 96 | 10 | 9.6 | 2.1% |
| CN01 | Construction - Backhoes | 51 | 4 | 12.8 | 1.1% |
| FLM02 | Fleet Equipment - Hydraulic Tools | 50 | 50 | 1.0 | 1.1% |
| PV03 | Passenger Vehicles - Vans | 36 | 5 | 7.2 | 0.8% |
| FLM05 | Fleet Equipment - Water Pumps | 25 | 18 | 1.4 | 0.5% |
| CN02 | Construction - Trenchers/Loaders | 17 | 3 | 5.7 | 0.4% |
| FLM04 | Fleet Equipment - Generators | 5 | 8 | 0.6 | 0.1% |
| Total | | 4,584 | 338 | 13.6 | |

Source: Chatham analysis of RPU completed work order data.

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Exhibit 4

RCL WORK ORDER ACTIVITY BY BUS UNIT FOR 2006

| Unit | MAKE | Model Year | Maintenance and Repair Costs | | | Hours (a) |
|--------------|--------|------------|------------------------------|-----------------|------------------|----------------|
| | | | Labor | Parts | Total | |
| 211 | GILLIG | 1995 | \$1,026 | \$2,019 | \$3,044 | 49.5 |
| 212 | GILLIG | 1995 | \$1,088 | \$1,655 | \$2,743 | 52.5 |
| 213 | GILLIG | 1995 | \$737 | \$1,765 | \$2,502 | 35.5 |
| 214 | GILLIG | 1999 | \$1,686 | \$2,879 | \$4,565 | 81.3 |
| 215 | GILLIG | 1999 | \$2,109 | \$7,813 | \$9,924 | 101.7 |
| 216 | GILLIG | 1999 | \$1,773 | \$3,837 | \$5,609 | 85.5 |
| 217 | GILLIG | 1999 | \$975 | \$1,201 | \$2,176 | 47.0 |
| 218 | GILLIG | 2000 | \$1,952 | \$5,051 | \$7,003 | 94.1 |
| 219 | GILLIG | 2000 | \$2,138 | \$6,756 | \$8,896 | 103.1 |
| 220 | GILLIG | 2000 | \$2,233 | \$4,323 | \$6,557 | 107.7 |
| 221 | GILLIG | 2000 | \$4,516 | \$4,737 | \$9,254 | 217.7 |
| 222 | GILLIG | 2003 | \$1,352 | \$3,410 | \$4,761 | 65.2 |
| 223 | GILLIG | 2003 | \$1,791 | \$1,609 | \$3,399 | 86.3 |
| 224 | GILLIG | 2003 | \$2,120 | \$2,407 | \$4,527 | 102.2 |
| 225 | GILLIG | 2003 | \$1,874 | \$1,959 | \$3,834 | 90.4 |
| 226 | GILLIG | 2003 | \$1,800 | \$990 | \$2,790 | 86.8 |
| 227 | GILLIG | 2003 | \$1,964 | \$1,908 | \$3,872 | 94.7 |
| 228 | GILLIG | 2003 | \$1,379 | \$9,845 | \$11,225 | 66.5 |
| 229 | GILLIG | 2003 | \$1,224 | \$1,837 | \$3,061 | 59.0 |
| 230 | GILLIG | 2004 | \$1,756 | \$1,952 | \$3,709 | 84.7 |
| 231 | GILLIG | 2004 | \$1,375 | \$1,775 | \$3,150 | 66.3 |
| 232 | GILLIG | 2004 | \$1,598 | \$4,315 | \$5,913 | 77.0 |
| 233 | GILLIG | 2004 | \$1,692 | \$2,707 | \$4,399 | 81.6 |
| 234 | GILLIG | 2004 | \$1,676 | \$1,940 | \$3,616 | 80.8 |
| 235 | GILLIG | 2004 | \$1,804 | \$785 | \$2,589 | 87.0 |
| 236 | GILLIG | 2005 | \$1,219 | \$412 | \$1,631 | 58.8 |
| 237 | GILLIG | 2005 | \$1,661 | \$1,451 | \$3,113 | 80.1 |
| 238 | GILLIG | 2005 | \$1,227 | \$566 | \$1,793 | 59.1 |
| 239 | GILLIG | 2005 | \$1,926 | \$1,612 | \$3,538 | 92.8 |
| 240 | GILLIG | 2005 | \$1,788 | \$1,507 | \$3,295 | 86.2 |
| 241 | GILLIG | 2005 | \$2,119 | \$2,257 | \$4,376 | 102.2 |
| 242 | GILLIG | 2005 | \$1,502 | \$400 | \$1,902 | 72.4 |
| 243 | GILLIG | 2005 | \$978 | \$305 | \$1,284 | 47.2 |
| 244 | GILLIG | 2005 | \$1,024 | \$510 | \$1,533 | 49.3 |
| 245 | GILLIG | 2005 | \$1,546 | \$454 | \$1,999 | 74.5 |
| Total | | | \$58,626 | \$88,949 | \$147,580 | 2,826.7 |

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Exhibit 5

**ESTIMATED MECHANICS AND WORKBAYS NEEDED BY DEPARTMENT
FOR CURRENT FLEET SIZE**

| | Fleet Count | MRU | Estimated | | |
|---------------------------------|----------------|----------------|-----------------|---------------|---------------|
| | | | Work Hours (a) | Mechanics (b) | Work Bays (c) |
| Street Maintenance Operations | 95 | 373.5 | 4,855.5 | 3.6 | 5.4 |
| Transit | 44 | 532.5 | 6,922.5 | 5.1 | 5.1 |
| RPU | 172 | 340.8 | 4,430.4 | 3.3 | 4.9 |
| Parks | 88 | 155.9 | 2,026.7 | 1.5 | 2.2 |
| Fire Garage/Fleet | 31 | 89.8 | 1,167.4 | 0.9 | 1.3 |
| Police Garage/Fleet | 61 | 88.5 | 1,150.5 | 0.9 | 1.3 |
| Golf Administration | 71 | 74.1 | 963.3 | 0.7 | 1.1 |
| Water Reclamation Plant | 25 | 47.9 | 622.7 | 0.5 | 0.7 |
| Sewer Collection | 11 | 30.0 | 390.0 | 0.3 | 0.4 |
| Subtotal | 598 | 1,733.0 | 22,529.0 | 16.7 | 22.4 |
| | | | | | |
| Engineering Administration | 20 | 27.1 | 352.3 | 0.3 | 0.4 |
| Traffic Operations | 13 | 26.4 | 343.2 | 0.3 | 0.4 |
| MCC Building Operations | 14 | 26.2 | 340.6 | 0.3 | 0.4 |
| Fire Suppression | 4 | 17.5 | 227.5 | 0.2 | 0.3 |
| Bldg Inspection Services | 12 | 17.1 | 222.3 | 0.2 | 0.2 |
| Flood Control | 11 | 16.8 | 218.4 | 0.2 | 0.2 |
| Graham Arena | 6 | 12.7 | 165.1 | 0.1 | 0.2 |
| Recreation Center | 4 | 6.8 | 88.4 | 0.1 | 0.1 |
| Parking Ramp Operations | 4 | 6.7 | 87.1 | 0.1 | 0.1 |
| City Hall Maintenance | 4 | 4.7 | 61.1 | 0.0 | 0.1 |
| Infrastructure | 3 | 4.5 | 58.5 | 0.0 | 0.1 |
| Animal Control | 3 | 4.3 | 55.9 | 0.0 | 0.1 |
| Housing Inspection Services | 4 | 4.0 | 52.0 | 0.0 | 0.1 |
| Construction | 2 | 3.0 | 39.0 | 0.0 | 0.0 |
| Administration-Library | 2 | 2.8 | 36.4 | 0.0 | 0.0 |
| National Volleyball Center | 1 | 2.3 | 29.9 | 0.0 | 0.0 |
| Parking Administration | 1 | 2.3 | 29.9 | 0.0 | 0.0 |
| Park & Rec Admin | 1 | 1.5 | 19.5 | 0.0 | 0.0 |
| Parking Street Meter Operations | 1 | 1.5 | 19.5 | 0.0 | 0.0 |
| Recreation | 1 | 1.5 | 19.5 | 0.0 | 0.0 |
| Storm Water Management | 1 | 1.5 | 19.5 | 0.0 | 0.0 |
| Building Safety Administration | 1 | 1.0 | 13.0 | 0.0 | 0.0 |
| Forestry | 1 | 0.9 | 11.7 | 0.0 | 0.0 |
| Subtotal | 114 | 193.1 | 2,510.3 | 1.9 | 2.8 |
| Total | 712 | 1,926.1 | 25,039.3 | 18.5 | 25.2 |

Notes:

(a) Based on 13 hours per MRU and assuming 100% of work being done in-house.

(b) Based on 1,352 direct hours available per mechanic.

Hours in year 2,080

Assumed mechanic utilization 65%

Direct hours available per mechanic 1,352

(c) Based on the following work bays per mechanic ratios:

Municipal/Utility 1.5

Transit 1.0

**CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATIO**

Exhibit 6

2007 TRANSIT FLEET MAINTENANCE SURVEY

| System | Full Name | Location | Fleet Size | | Shop Size | | | Notes |
|--------------------|------------------------------------|-----------------------|------------|------------|-----------|-----------|-----------|--|
| | | | Peak | Total | Bays | Staff | Mechanics | |
| MVTA | Minnesota Valley Transit Authority | Burnsville, MN | 96 | 112 | 9 | 18.5 | 13 | |
| DTA | Duluth Transit Authority | Duluth, MN | 46 | 73 | 14 | 22 | 15 | |
| MAT | Metropolitan Area Transit | Moorehead, MN & Fargo | 29 | 39 | 6 | 10 | 5 | 24 Buses/15 Vans |
| AEOA | Arrowhead Economic Opportunity | Virginia, MN | 40 | 59 | 3 | 5 | 3 | |
| ANOKA | Anoka County Transit | Anoka, MN | 20 | 29 | 1 | 7.5 | 4.5 | |
| Maple Grove | Maple Grove Transit | Maple Grove, MN | | 174 | 11 | 11 | 9 | 46 Are Assigned To Maple Grove And Met Council Transit |
| SW Metro | Southwest Metro | Eden Prairie, MN | 49 | 67 | 4 | 10 | 6 | 11 Are Reserve Fleet |
| Lacrosse | Lacrosse Transit | Lacrosse, WI | 14 | 25 | 3 | 6 | 3 | 21 Buses, 4 Vans |
| St. Cloud | St. Cloud | St. Cloud, MN | 40 | 58 | 9 | 11.8 | 7 | |
| | | Minimum | 14 | 25 | 1 | 5 | | |
| | | Maximum | 96 | 174 | 14 | 22 | | |
| Fixed Route | City of Rochester | Rochester, MN | 28 | 37 | 8 | 17 | 9 | |

| System | Full Name | Location | Ratio Of Total Fleet Size To Number Of: | | | Ratio Of Peak Fleet Size To Number Of: | | |
|--------------------|------------------------------------|-----------------------|---|------------|-------------|--|------------|------------|
| | | | Bays | Staff | Mechanics | Bays | Staff | Mechanics |
| MVTA | Minnesota Valley Transit Authority | Burnsville, MN | 12.4 | 6.1 | 8.6 | 10.7 | 5.2 | 7.4 |
| DTA | Duluth Transit Authority | Duluth, MN | 5.2 | 3.3 | 4.9 | 3.3 | 2.1 | 3.1 |
| MAT | Metropolitan Area Transit | Moorehead, MN & Fargo | 6.5 | 3.9 | 7.8 | 4.8 | 2.9 | 5.8 |
| AEOA | Arrowhead Economic Opportunity | Virginia, MN | 19.7 | 11.8 | 19.7 | 13.3 | 8.0 | 13.3 |
| ANOKA | Anoka County Transit | Anoka, MN | 29.0 | 3.9 | 6.4 | 20.0 | 2.7 | 4.4 |
| Maple Grove | Maple Grove Transit | Maple Grove, MN | 15.8 | 15.8 | 19.3 | | | |
| SW Metro | Southwest Metro | Eden Prairie, MN | 16.8 | 6.7 | 11.2 | 12.3 | 4.9 | 8.2 |
| Lacrosse | Lacrosse Transit | Lacrosse, WI | 8.3 | 4.2 | 8.3 | 4.7 | 2.3 | 4.7 |
| St. Cloud | St. Cloud | St. Cloud, MN | 6.4 | 4.9 | 8.3 | 4.4 | 3.4 | 5.7 |
| | | Median | 12.4 | 4.9 | 8.3 | 7.8 | 3.1 | 5.8 |
| | | Average | 13.4 | 6.7 | 10.5 | 9.2 | 3.9 | 6.6 |
| Fixed Route | City of Rochester | Rochester, MN | 4.6 | 2.2 | 4.1 | 9.2 | 3.4 | 5.8 |

Source Chatham analysis of "Transit Operations Center: Bus Garage & Maintenance Facility, Prepared by the Transit and Parking Division of Rochester Public Works Department.

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION
ESTIMATED CONSOLIDATED MECHANICS AND WORKBAYS BY SCENARIO
FOR CURRENT FLEET SIZE

Exhibit 7

| | Fleet Count | MRU | Work Hours (a) | Estimated Mechanics (b) | Work Bays (c) | Two-Shift Work Bays (d) |
|--|-------------|----------------|-----------------|-------------------------|---------------|-------------------------|
| Transit | | | | | | |
| Fixed Route | 39 | 487.5 | 6,337.5 | 4.7 | 4.7 | |
| Demand Route | 5 | 45.0 | 585.0 | 0.4 | 0.4 | |
| Subtotal | 44 | 533 | 6,922.5 | 5.1 | 5.1 | 4 |
| Municipal | | | | | | |
| Street Maintenance Operations | 95 | 373.5 | 4,855.5 | 3.6 | 5.4 | |
| Water Reclamation Plant | 25 | 47.9 | 622.7 | 0.5 | 0.7 | |
| Sewer Collection | 11 | 30.0 | 390.0 | 0.3 | 0.4 | |
| Engineering Administration | 20 | 27.1 | 352.3 | 0.3 | 0.4 | |
| Traffic Operations | 13 | 26.4 | 343.2 | 0.3 | 0.4 | |
| Bldg Inspection Services | 12 | 17.1 | 222.3 | 0.2 | 0.2 | |
| Flood Control | 11 | 16.8 | 218.4 | 0.2 | 0.2 | |
| Parking Ramp Operations | 4 | 6.7 | 87.1 | 0.1 | 0.1 | |
| City Hall Maintenance | 4 | 4.7 | 61.1 | 0.0 | 0.1 | |
| Infrastructure | 3 | 4.5 | 58.5 | 0.0 | 0.1 | |
| Animal Control | 3 | 4.3 | 55.9 | 0.0 | 0.1 | |
| Housing Inspection Services | 4 | 4.0 | 52.0 | 0.0 | 0.1 | |
| Construction | 2 | 3.0 | 39.0 | 0.0 | 0.0 | |
| Administration-Library | 2 | 2.8 | 36.4 | 0.0 | 0.0 | |
| Parking Administration | 1 | 2.3 | 29.9 | 0.0 | 0.0 | |
| Parking Street Meter Operations | 1 | 1.5 | 19.5 | 0.0 | 0.0 | |
| Storm Water Management | 1 | 1.5 | 19.5 | 0.0 | 0.0 | |
| Building Safety Administration | 1 | 1.0 | 13.0 | 0.0 | 0.0 | |
| Subtotal | 213 | 575.1 | 7,476.3 | 5.5 | 8.3 | 4.1 |
| Fire | | | | | | |
| Fire Garage/Fleet | 31 | 89.8 | 1,167.4 | 0.9 | 1.3 | |
| Fire Suppression | 4 | 17.5 | 227.5 | 0.2 | 0.3 | |
| Subtotal | 35 | 107.3 | 1,394.9 | 1.0 | 1.5 | 0.8 |
| Police | | | | | | |
| Police Garage/Fleet | 61 | 88.5 | 1,150.5 | 0.9 | 1.3 | 0.6 |
| Park & Recreation | | | | | | |
| Parks | 88 | 155.9 | 2,026.7 | 1.5 | 2.2 | |
| Golf Administration | 71 | 74.1 | 963.3 | 0.7 | 1.1 | |
| MCC Building Operations | 14 | 26.2 | 340.6 | 0.3 | 0.4 | |
| Graham Arena | 6 | 12.7 | 165.1 | 0.1 | 0.2 | |
| Recreation Center | 4 | 6.8 | 88.4 | 0.1 | 0.1 | |
| National Volleyball Center | 1 | 2.3 | 29.9 | 0.0 | 0.0 | |
| Park & Rec Admin | 1 | 1.5 | 19.5 | 0.0 | 0.0 | |
| Recreation | 1 | 1.5 | 19.5 | 0.0 | 0.0 | |
| Forestry | 1 | 0.9 | 11.7 | 0.0 | 0.0 | |
| Subtotal | 187 | 281.9 | 3,664.7 | 2.7 | 4.1 | 2.0 |
| RPU | | | | | | |
| RPU Fleet | 172 | 340.8 | 4,430.4 | 3.3 | 4.9 | 2.5 |
| Grand Total | 712 | 1,926.1 | 25,039.3 | 18.5 | 25.2 | 14.1 |
| A. Transit Only | 44 | 532.5 | 6,922.5 | 5.1 | 5.1 | 4.0 |
| B. Municipal Only | 248 | 682.4 | 8,871.2 | 6.6 | 9.8 | 4.9 |
| C. Transit + Municipal | 292 | 1,214.9 | 15,793.7 | 11.7 | 15.0 | 8.9 |
| D. Transit + Municipal + RPU | 464 | 1,555.7 | 20,224.1 | 15.0 | 19.9 | 11.4 |
| E. Transit + Municipal + RPU + Police + Parks | 712 | 1,926.1 | 25,039.3 | 18.5 | 25.2 | 14.1 |

Notes:

(a) Based on 13 hours per MRU and assuming 100% of work being done in-house

(b) Based on 1,352 direct hours available per mechanic.

| | |
|-------------------------------------|-------|
| Hours in year | 2,080 |
| Assumed mechanic utilization | 65% |
| Direct hours available per mechanic | 1,352 |

(c) Based on the following work bays per mechanic ratios:

| | |
|-------------------|-----|
| Municipal/Utility | 1.5 |
| Transit | 1.0 |

(d) Based on a minimum of 4 bays for Transit and 50% of single shift estimate for other fleets

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Exhibit 8

FULL-TIME EQUIVALENT EMPLOYEES BY FUNCTION: 1997 TO 2006

| Function | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | Average Annual 1997 to 2006 |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------------------|
| General Government | | | | | | | | | | | |
| Mayor and Council | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | 9.00 | |
| City Administrator | 3.50 | 3.50 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | |
| Development District Administration | 2.50 | 2.50 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| City Clerk/Elections/Parking Ticket Coll. | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 | 6.00 | 6.00 | 6.00 | 6.00 | 6.00 | |
| Finance | 11.50 | 11.50 | 11.00 | 11.00 | 11.00 | 11.00 | 11.00 | 10.00 | 11.00 | 11.00 | |
| City Attorney | 7.00 | 8.00 | 8.00 | 9.00 | 9.00 | 10.00 | 10.00 | 10.00 | 11.00 | 11.00 | |
| Human Resources | 5.00 | 5.00 | 5.50 | 5.50 | 6.63 | 7.00 | 7.00 | 6.00 | 6.00 | 7.00 | |
| Information Systems | 6.75 | 6.75 | 8.00 | 8.00 | 9.00 | 9.00 | 9.00 | 7.00 | 9.00 | 10.00 | |
| Maintenance City Hall | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | |
| | 52.25 | 53.25 | 54.50 | 55.50 | 57.63 | 60.00 | 59.00 | 55.00 | 59.00 | 61.00 | 1.7% |
| Public Safety | | | | | | | | | | | |
| Police | 125.50 | 126.50 | 126.50 | 135.00 | 135.00 | 139.00 | 143.00 | 138.00 | 141.33 | 145.00 | |
| Public Safety Communications | 20.00 | 20.00 | 22.40 | 22.20 | 25.00 | 25.00 | 25.00 | 25.00 | 25.00 | 26.00 | |
| Fire | 96.00 | 94.00 | 94.00 | 95.00 | 100.00 | 105.00 | 105.00 | 103.58 | 104.00 | 107.00 | |
| Building Safety | 18.00 | 18.00 | 19.50 | 20.00 | 22.00 | 25.00 | 25.00 | 25.00 | 26.00 | 26.00 | |
| Animal Control | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | |
| Flood Control Maintenance | - | - | - | - | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | |
| | 262.50 | 261.50 | 265.40 | 275.20 | 287.00 | 299.00 | 303.00 | 296.58 | 301.33 | 309.00 | 1.8% |
| Public Works | | | | | | | | | | | |
| Engineering | 31.00 | 31.00 | 33.50 | 34.50 | 36.50 | 37.50 | 37.00 | 33.00 | 33.00 | 35.00 | |
| Traffic | 10.00 | 10.00 | 9.00 | 9.00 | 9.00 | 10.00 | 9.00 | 8.00 | 8.00 | 10.00 | |
| Street and Alley | 37.00 | 37.00 | 38.00 | 40.00 | 41.00 | 42.00 | 44.00 | 41.00 | 43.75 | 44.00 | |
| | 78.00 | 78.00 | 80.50 | 83.50 | 86.50 | 89.50 | 90.00 | 82.00 | 84.75 | 89.00 | 1.5% |
| Culture | | | | | | | | | | | |
| Music | 4.00 | 3.00 | 3.00 | 3.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | |
| Library | 46.00 | 46.00 | 47.00 | 47.00 | 48.00 | 50.50 | 51.00 | 50.25 | 50.25 | 51.75 | |
| | 50.00 | 49.00 | 50.00 | 50.00 | 52.00 | 54.50 | 55.00 | 54.25 | 54.25 | 55.75 | 1.2% |
| Parks and Recreation | | | | | | | | | | | |
| Park & Recreation Administration | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | |
| Recreation | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 | |
| Golf | 11.00 | 11.00 | 11.00 | 12.00 | 12.00 | 12.00 | 12.00 | 11.00 | 11.00 | 11.00 | |
| Tennis Center | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Volleyball Center | - | - | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Graham Arenas | 1.00 | 1.00 | 1.00 | 1.00 | 1.50 | 1.50 | 2.00 | 2.00 | 2.00 | 2.00 | |
| Parks | 25.00 | 25.00 | 26.00 | 27.00 | 26.50 | 26.50 | 28.00 | 26.75 | 28.00 | 28.00 | |
| Recreation Center | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 7.00 | 6.00 | 6.00 | 6.00 | |
| Mayo Civic Center | 11.00 | 12.00 | 12.00 | 12.00 | 13.00 | 13.00 | 13.00 | 13.00 | 13.00 | 13.00 | |
| | 63.00 | 64.00 | 66.00 | 68.00 | 69.00 | 69.00 | 71.00 | 67.75 | 69.00 | 69.00 | 1.0% |
| Total Government Activities | 505.75 | 505.75 | 516.40 | 532.20 | 552.13 | 572.00 | 578.00 | 555.58 | 568.33 | 583.75 | 1.6% |
| Business Activities | | | | | | | | | | | |
| Parking Administration/Operations | 2.00 | 2.00 | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 | 5.00 | 4.00 | 4.00 | |
| Electric Utility | 153.50 | 155.50 | 163.00 | 165.00 | 164.00 | 170.00 | 172.00 | 172.00 | 176.00 | 181.00 | |
| Water Utility | 24.50 | 24.50 | 18.00 | 19.00 | 19.00 | 20.00 | 20.00 | 20.00 | 20.00 | 20.00 | |
| Sewer Utility | 35.00 | 35.00 | 34.50 | 34.50 | 36.50 | 36.50 | 36.00 | 37.00 | 37.00 | 36.00 | |
| Storm Water Utility | - | - | - | - | - | - | - | 5.00 | 5.00 | 6.00 | |
| | 215.00 | 217.00 | 219.50 | 222.50 | 223.50 | 230.50 | 232.00 | 239.00 | 242.00 | 247.00 | 1.6% |
| Totals for Organization | 720.75 | 722.75 | 735.90 | 754.70 | 775.63 | 802.50 | 810.00 | 794.58 | 810.33 | 830.75 | 1.6% |

Source: "Comprehensive Annual Financial Report", Schedule 17, For The Fiscal Year Ended December 31, 2006.

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION
ESTIMATED CONSOLIDATED MECHANICS AND WORKBAYS BY SCENARIO
FOR FUTURE FLEET SIZE

Exhibit 9

| | 2007 | | Future (a) | | Estimated | | | Two-Shift |
|--|------------|--------------|------------|--------------|-----------------|---------------|---------------|---------------|
| | Count | MRU | Count | MRU | Work Hours (b) | Mechanics (c) | Work Bays (d) | Work Bays (e) |
| Transit | | | | | | | | |
| Fixed Route | 39 | 487.5 | 55 | 687.5 | 8,937.5 | 6.6 | 6.6 | |
| Demand Route | 5 | 45.0 | 7 | 63.0 | 819.0 | 0.6 | 0.6 | |
| Subtotal | 44 | 533 | 62 | 751 | 9,756.5 | 7.2 | 7.2 | 4 |
| Municipal | | | | | | | | |
| Administration-Library | 2 | 2.8 | 2 | 3.2 | 42.2 | 0.0 | 0.0 | |
| Animal Control | 3 | 4.3 | 3 | 5.0 | 64.8 | 0.0 | 0.1 | |
| Bldg Inspection Services | 12 | 17.1 | 14 | 19.8 | 257.9 | 0.2 | 0.3 | |
| Building Safety Administration | 1 | 1.0 | 1 | 1.2 | 15.1 | 0.0 | 0.0 | |
| City Hall Maintenance | 4 | 4.7 | 5 | 5.5 | 70.9 | 0.1 | 0.1 | |
| Construction | 2 | 3.0 | 2 | 3.5 | 45.2 | 0.0 | 0.1 | |
| Engineering Administration | 20 | 27.1 | 23 | 31.4 | 408.7 | 0.3 | 0.5 | |
| Flood Control | 11 | 16.8 | 13 | 19.5 | 253.3 | 0.2 | 0.3 | |
| Housing Inspection Services | 4 | 4.0 | 5 | 4.6 | 60.3 | 0.0 | 0.1 | |
| Infrastructure | 3 | 4.5 | 3 | 5.2 | 67.9 | 0.1 | 0.1 | |
| Parking Administration | 1 | 2.3 | 1 | 2.7 | 34.7 | 0.0 | 0.0 | |
| Parking Street Meter Operations | 1 | 1.5 | 1 | 1.7 | 22.6 | 0.0 | 0.0 | |
| Parking Ramp Operations | 4 | 6.7 | 5 | 7.8 | 101.0 | 0.1 | 0.1 | |
| Sewer Collection | 11 | 30.0 | 13 | 34.8 | 452.4 | 0.3 | 0.5 | |
| Storm Water Management | 1 | 1.5 | 1 | 1.7 | 22.6 | 0.0 | 0.0 | |
| Street Maintenance Operations | 95 | 373.5 | 110 | 433.3 | 5,632.4 | 4.2 | 6.2 | |
| Traffic Operations | 13 | 26.4 | 15 | 30.6 | 398.1 | 0.3 | 0.4 | |
| Water Reclamation Plant | 25 | 47.9 | 29 | 55.6 | 722.3 | 0.5 | 0.8 | |
| Subtotal | 213 | 575.1 | 247 | 667.1 | 8,672.5 | 6.4 | 9.6 | 4.8 |
| Fire | | | | | | | | |
| Fire Garage/Fleet | 31 | 89.8 | 36 | 104.2 | 1,354.2 | 1.0 | 1.5 | |
| Fire Suppression | 4 | 17.5 | 5 | 20.3 | 263.9 | 0.2 | 0.3 | |
| Subtotal | 35 | 107.3 | 41 | 124.5 | 1,618.1 | 1.2 | 1.8 | 0.9 |
| Police | | | | | | | | |
| Police Garage/Fleet | 61 | 88.5 | 71 | 102.7 | 1,334.6 | 1.0 | 1.5 | 0.7 |
| Park & Recreation | | | | | | | | |
| Parks | 88 | 155.9 | 102 | 180.8 | 2,351.0 | 1.7 | 2.6 | |
| Golf Administration | 71 | 74.1 | 82 | 86.0 | 1,117.4 | 0.8 | 1.2 | |
| MCC Building Operations | 14 | 26.2 | 16 | 30.4 | 395.1 | 0.3 | 0.4 | |
| Graham Arena | 6 | 12.7 | 7 | 14.7 | 191.5 | 0.1 | 0.2 | |
| Recreation Center | 4 | 6.8 | 5 | 7.9 | 102.5 | 0.1 | 0.1 | |
| National Volleyball Center | 1 | 2.3 | 1 | 2.7 | 34.7 | 0.0 | 0.0 | |
| Park & Rec Admin | 1 | 1.5 | 1 | 1.7 | 22.6 | 0.0 | 0.0 | |
| Recreation | 1 | 1.5 | 1 | 1.7 | 22.6 | 0.0 | 0.0 | |
| Forestry | 1 | 0.9 | 1 | 1.0 | 13.6 | 0.0 | 0.0 | |
| Subtotal | 187 | 281.9 | 217 | 327.0 | 4,251.1 | 3.1 | 4.7 | 2.4 |
| RPU | | | | | | | | |
| RPU Fleet | 172 | 340.8 | 200 | 395.3 | 5,139.3 | 3.8 | 5.7 | 2.9 |
| A. Transit Only | 44 | 533 | 62 | 751 | 9,756.5 | 7.2 | 7.2 | 4.0 |
| B. Municipal Only | 248 | 682 | 288 | 792 | 10,290.6 | 7.6 | 11.4 | 5.7 |
| C. Transit + Municipal | 292 | 1,215 | 350 | 1,542 | 20,047.1 | 14.8 | 18.6 | 9.7 |
| D. Transit + Municipal + RPU | 464 | 1,556 | 549 | 1,937 | 25,186.4 | 18.6 | 24.3 | 12.6 |
| E. Transit + Municipal + RPU + Police + Parks | 712 | 1,926 | 837 | 2,367 | 30,772.0 | 22.8 | 30.5 | 15.7 |

Notes:

(a) Transit projected at 25% growth; and remaining fleets at 16% or 1.5% per year for 10 years.

(b) Based on 13 hours per MRU and assuming 100% of work being done in-house.

(c) Based on 1,352 direct hours available per mechanic.

| | |
|-------------------------------------|-------|
| Hours in year | 2,080 |
| Assumed mechanic utilization | 65% |
| Direct hours available per mechanic | 1,352 |

(d) Based on the following work bays per mechanic ratios:

| | |
|-------------------|-----|
| Municipal/Utility | 1.5 |
| Transit | 1.0 |

(e) Based on a minimum of 4 bays for Transit and 50% of single shift estimate for other fleets.

**CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION**

Exhibit 10

**ESTIMATED CRITICAL AND NON CRITICAL VEHICLE WORKLOADS
FOR CURRENT FLEET SIZE**

| Vehicle Group | Number of Vehicles | | | | | | | Number of MRUs | | | | | | |
|-----------------------------|--------------------|------------|------------|------------|------------|------------|------------|----------------|--------------|--------------|-------------|--------------|--------------|----------------|
| | Transit | Municipal | Fire | Police | Parks | RPU | Total | Transit | Municipal | Fire | Police | Parks | RPU | Total |
| Critical | | | | | | | | | | | | | | |
| Heavy Trucks | | 53 | 2 | 1 | 16 | 35 | 107 | 0.0 | 286.0 | 3.9 | 4.1 | 63.3 | 151.5 | 508.8 |
| Transit Bus | 39 | | | | | | 39 | 487.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 487.5 |
| Heavy Equip. | | 27 | | | 5 | 10 | 42 | 0.0 | 113.3 | 0.0 | 0.0 | 13.2 | 45.6 | 172.1 |
| Grounds Equip. | | 22 | | | 108 | | 130 | 0.0 | 22.2 | 0.0 | 0.0 | 109.4 | 0.0 | 131.6 |
| Emergency Trucks | | | 14 | | | | 14 | 0.0 | 0.0 | 80.5 | 0.0 | 0.0 | 0.0 | 80.5 |
| Emerg. Light Vehicles | | | | 43 | 1 | | 44 | 0.0 | 0.0 | 0.0 | 64.5 | 1.5 | 0.0 | 66.0 |
| Transit Demand Bus | 5 | | | | | | 5 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.0 |
| Trailers | | 9 | 2 | | | 39 | 50 | 0.0 | 6.9 | 1.2 | 0.0 | 0.0 | 23.4 | 31.5 |
| Subtotal | 44 | 111 | 18 | 44 | 130 | 84 | 431 | 532.5 | 428.4 | 85.6 | 68.6 | 187.4 | 220.5 | 1,523.0 |
| Percent Critical | 100% | 49% | 51% | 72% | 75% | 49% | 61% | 100% | 71% | 80% | 78% | 73% | 65% | 79% |
| Non Critical | | | | | | | | | | | | | | |
| Light Vehicles | | 82 | 12 | 17 | 28 | 59 | 198 | 0.0 | 113.6 | 16.1 | 19.9 | 41.8 | 84.9 | 276.3 |
| Industrial Equip. | | 17 | | | 6 | 10 | 33 | 0.0 | 35.7 | 0.0 | 0.0 | 10.6 | 18.0 | 64.3 |
| Small Equip. | | 16 | 5 | | 6 | 18 | 45 | 0.0 | 22.2 | 5.6 | 0.0 | 9.3 | 16.0 | 53.1 |
| Medium Trucks | | 1 | | | 3 | 1 | 5 | 0.0 | 1.4 | 0.0 | 0.0 | 6.6 | 1.4 | 9.4 |
| Subtotal | 0 | 116 | 17 | 17 | 43 | 88 | 281 | 0.0 | 172.9 | 21.7 | 19.9 | 68.3 | 120.3 | 403.1 |
| Percent Non Critical | 0% | 51% | 49% | 28% | 25% | 51% | 39% | 0% | 29% | 20% | 22% | 27% | 35% | 21% |
| Total | 44 | 227 | 35 | 61 | 173 | 172 | 712 | 532.5 | 601.3 | 107.3 | 88.5 | 255.7 | 340.8 | 1,926.1 |

**CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION**

Exhibit 11

**ESTIMATED CONSOLIDATED MECHANICS AND WORKBAYS BY SCENARIO
FOR CRITICAL FLEET IN FUTURE**

| | 2007 | | Future (a) | | Estimated | | | Two-Shift |
|--|------------|--------------|------------|--------------|-----------------|---------------|---------------|---------------|
| | Count | MRU | Count | MRU | Work Hours (b) | Mechanics (c) | Work Bays (d) | Work Bays (e) |
| Transit | | | | | | | | |
| Fixed Route | 39 | 487.5 | 55 | 687.5 | 8,937.5 | 6.6 | 6.6 | |
| Demand Route | 5 | 45.0 | 7 | 63.0 | 819.0 | 0.6 | 0.6 | |
| Subtotal | 44 | 533 | 62 | 751 | 9,756.5 | 7.2 | 7.2 | 4 |
| Municipal | | | | | | | | |
| Administration-Library | 2 | 2.8 | 2 | 3.2 | 42.2 | 0.0 | 0.0 | |
| Animal Control | 3 | 4.3 | 3 | 5.0 | 64.8 | 0.0 | 0.1 | |
| Bldg Inspection Services | 12 | 17.1 | 14 | 19.8 | 257.9 | 0.2 | 0.3 | |
| Building Safety Administration | 1 | 1.0 | 1 | 1.2 | 15.1 | 0.0 | 0.0 | |
| City Hall Maintenance | 4 | 4.7 | 5 | 5.5 | 70.9 | 0.1 | 0.1 | |
| Construction | 2 | 3.0 | 2 | 3.5 | 45.2 | 0.0 | 0.1 | |
| Engineering Administration | 20 | 27.1 | 23 | 31.4 | 408.7 | 0.3 | 0.5 | |
| Flood Control | 11 | 16.8 | 13 | 19.5 | 253.3 | 0.2 | 0.3 | |
| Housing Inspection Services | 4 | 4.0 | 5 | 4.6 | 60.3 | 0.0 | 0.1 | |
| Infrastructure | 3 | 4.5 | 3 | 5.2 | 67.9 | 0.1 | 0.1 | |
| Parking Administration | 1 | 2.3 | 1 | 2.7 | 34.7 | 0.0 | 0.0 | |
| Parking Street Meter Operations | 1 | 1.5 | 1 | 1.7 | 22.6 | 0.0 | 0.0 | |
| Parking Ramp Operations | 4 | 6.7 | 5 | 7.8 | 101.0 | 0.1 | 0.1 | |
| Sewer Collection | 11 | 30.0 | 13 | 34.8 | 452.4 | 0.3 | 0.5 | |
| Storm Water Management | 1 | 1.5 | 1 | 1.7 | 22.6 | 0.0 | 0.0 | |
| Street Maintenance Operations | 95 | 373.5 | 110 | 433.3 | 5,632.4 | 4.2 | 6.2 | |
| Traffic Operations | 13 | 26.4 | 15 | 30.6 | 398.1 | 0.3 | 0.4 | |
| Water Reclamation Plant | 25 | 47.9 | 29 | 55.6 | 722.3 | 0.5 | 0.8 | |
| Subtotal | 213 | 575.1 | 247 | 667.1 | 8,672.5 | 6.4 | 9.6 | 4.8 |
| Fire | | | | | | | | |
| Fire Garage/Fleet | 31 | 89.8 | 36 | 104.2 | 1,354.2 | 1.0 | 1.5 | |
| Fire Suppression | 4 | 17.5 | 5 | 20.3 | 263.9 | 0.2 | 0.3 | |
| Subtotal | 35 | 107.3 | 41 | 124.5 | 1,618.1 | 1.2 | 1.8 | 0.9 |
| Police | | | | | | | | |
| Police Garage/Fleet | 61 | 88.5 | 71 | 102.7 | 1,334.6 | 1.0 | 1.5 | 0.7 |
| Park & Recreation | | | | | | | | |
| Parks | 88 | 155.9 | 102 | 180.8 | 2,351.0 | 1.7 | 2.6 | |
| Golf Administration | 71 | 74.1 | 82 | 86.0 | 1,117.4 | 0.8 | 1.2 | |
| MCC Building Operations | 14 | 26.2 | 16 | 30.4 | 395.1 | 0.3 | 0.4 | |
| Graham Arena | 6 | 12.7 | 7 | 14.7 | 191.5 | 0.1 | 0.2 | |
| Recreation Center | 4 | 6.8 | 5 | 7.9 | 102.5 | 0.1 | 0.1 | |
| National Volleyball Center | 1 | 2.3 | 1 | 2.7 | 34.7 | 0.0 | 0.0 | |
| Park & Rec Admin | 1 | 1.5 | 1 | 1.7 | 22.6 | 0.0 | 0.0 | |
| Recreation | 1 | 1.5 | 1 | 1.7 | 22.6 | 0.0 | 0.0 | |
| Forestry | 1 | 0.9 | 1 | 1.0 | 13.6 | 0.0 | 0.0 | |
| Subtotal | 187 | 281.9 | 217 | 327.0 | 4,251.1 | 3.1 | 4.7 | 2.4 |
| RPU | | | | | | | | |
| RPU Fleet | 172 | 340.8 | 200 | 395.3 | 5,139.3 | 3.8 | 5.7 | 2.9 |
| A. Transit Only | 44 | 533 | 62 | 751 | 9,756.5 | 7.2 | 7.2 | 4.0 |
| B. Municipal Only | 248 | 682 | 288 | 792 | 10,290.6 | 7.6 | 11.4 | 5.7 |
| C. Transit + Municipal | 292 | 1,215 | 350 | 1,542 | 20,047.1 | 14.8 | 18.6 | 9.7 |
| D. Transit + Municipal + RPU | 464 | 1,556 | 549 | 1,937 | 25,186.4 | 18.6 | 24.3 | 12.6 |
| E. Transit + Municipal + RPU + Police + Parks | 712 | 1,926 | 837 | 2,367 | 30,772.0 | 22.8 | 30.5 | 15.7 |

Notes:

(a) Transit projected at 25% growth; and remaining fleets at 16% or 1.5% per year for 10 years.

(b) Based on 13 hours per MRU and assuming 100% of work being done in-house.

(c) Based on 1,352 direct hours available per mechanic.

| | |
|-------------------------------------|------|
| Hours in year | 2080 |
| Assumed mechanic utilization | 0.65 |
| Direct hours available per mechanic | 1352 |

(d) Based on the following work bays per mechanic ratios:

| | |
|-------------------|-----|
| Municipal/Utility | 1.5 |
| Transit | 1.0 |

(e) Based on a minimum of 4 bays for Transit and 50% of single shift estimate for other fleets.

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Exhibit 12

POTENTIAL FACILITY SIZE VERSUS WORK SCOPE CAPACITY

| Build | Consolidation Scenario | Estimated Bays | Vehicles Serviced | Period | Shifts |
|-----------------|---|-----------------------|--------------------------|---------------|---------------|
| Four | B. Municipal Only | 4 | Critical | Current | Double |
| Four | A. Transit Only | 4 | All | Current | Double |
| Four | A. Transit Only | 4 | All | Future | Double |
| Four | A. Transit Only | 4 | Critical | Current | Double |
| Four | A. Transit Only | 4 | Critical | Future | Double |
| Four | B. Municipal Only | 4 | Critical | Future | Double |
| Six | B. Municipal Only | 5 | All | Current | Double |
| Six | A. Transit Only | 5 | All | Current | Single |
| Six | A. Transit Only | 5 | Critical | Current | Single |
| Six | B. Municipal Only | 6 | All | Future | Double |
| Six | C. Transit + Municipal | 6 | Critical | Current | Double |
| Eight | A. Transit Only | 7 | All | Future | Single |
| Eight | A. Transit Only | 7 | Critical | Future | Single |
| Eight | B. Municipal Only | 7 | Critical | Current | Single |
| Eight | C. Transit + Municipal | 7 | All | Current | Double |
| Eight | D. Transit + Municipal + RPU | 8 | Critical | Current | Double |
| Eight | C. Transit + Municipal | 8 | Critical | Future | Double |
| Ten | B. Municipal Only | 9 | Critical | Future | Single |
| Ten | C. Transit + Municipal | 9 | All | Future | Double |
| Ten | E. Transit + Municipal + RPU + Police + Parks | 10 | Critical | Current | Double |
| Ten | D. Transit + Municipal + RPU | 10 | Critical | Future | Double |
| Ten | B. Municipal Only | 10 | All | Current | Single |
| Ten | D. Transit + Municipal + RPU | 10 | All | Current | Double |
| Twelve | B. Municipal Only | 11 | All | Future | Single |
| Twelve | E. Transit + Municipal + RPU + Police + Parks | 12 | Critical | Future | Double |
| Twelve | D. Transit + Municipal + RPU | 12 | All | Future | Double |
| Fourteen | C. Transit + Municipal | 13 | Critical | Current | Single |
| Fourteen | E. Transit + Municipal + RPU + Police + Parks | 13 | All | Current | Double |
| Sixteen | C. Transit + Municipal | 15 | All | Current | Single |
| Sixteen | E. Transit + Municipal + RPU + Police + Parks | 15 | All | Future | Double |
| Sixteen | D. Transit + Municipal + RPU | 16 | Critical | Current | Single |
| Sixteen | C. Transit + Municipal | 16 | Critical | Future | Single |
| Twenty (b) | C. Transit + Municipal | 19 | All | Future | Single |
| Twenty (b) | E. Transit + Municipal + RPU + Police + Parks | 19 | Critical | Current | Single |
| Twenty (b) | D. Transit + Municipal + RPU | 19 | Critical | Future | Single |
| Twenty (b) | D. Transit + Municipal + RPU | 20 | All | Current | Single |
| Twenty-Four (b) | E. Transit + Municipal + RPU + Police + Parks | 24 | Critical | Future | Single |
| Twenty-Four (b) | D. Transit + Municipal + RPU | 24 | All | Future | Single |
| Twenty-Six (b) | E. Transit + Municipal + RPU + Police + Parks | 25 | All | Current | Single |
| Thirty-Two (b) | E. Transit + Municipal + RPU + Police + Parks | 31 | All | Future | Single |

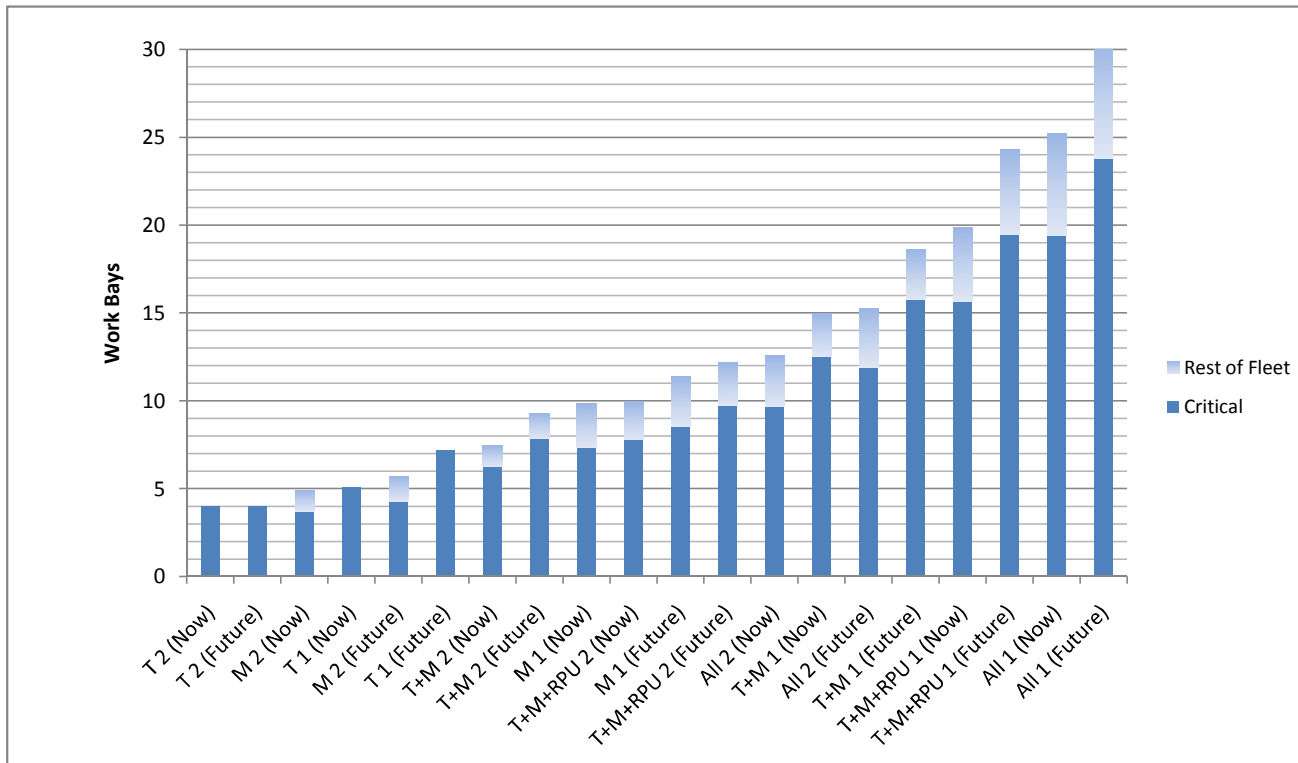
Notes:

- (a) Assuming 100% of work being done in-house for either the Critical or All group of vehicles being serviced.
- (b) Not recommended since it concentrates too many bays in one facility.

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Exhibit 13

WORK BAYS VERSUS CONSOLIDATION SCENARIO



Scenario Key:

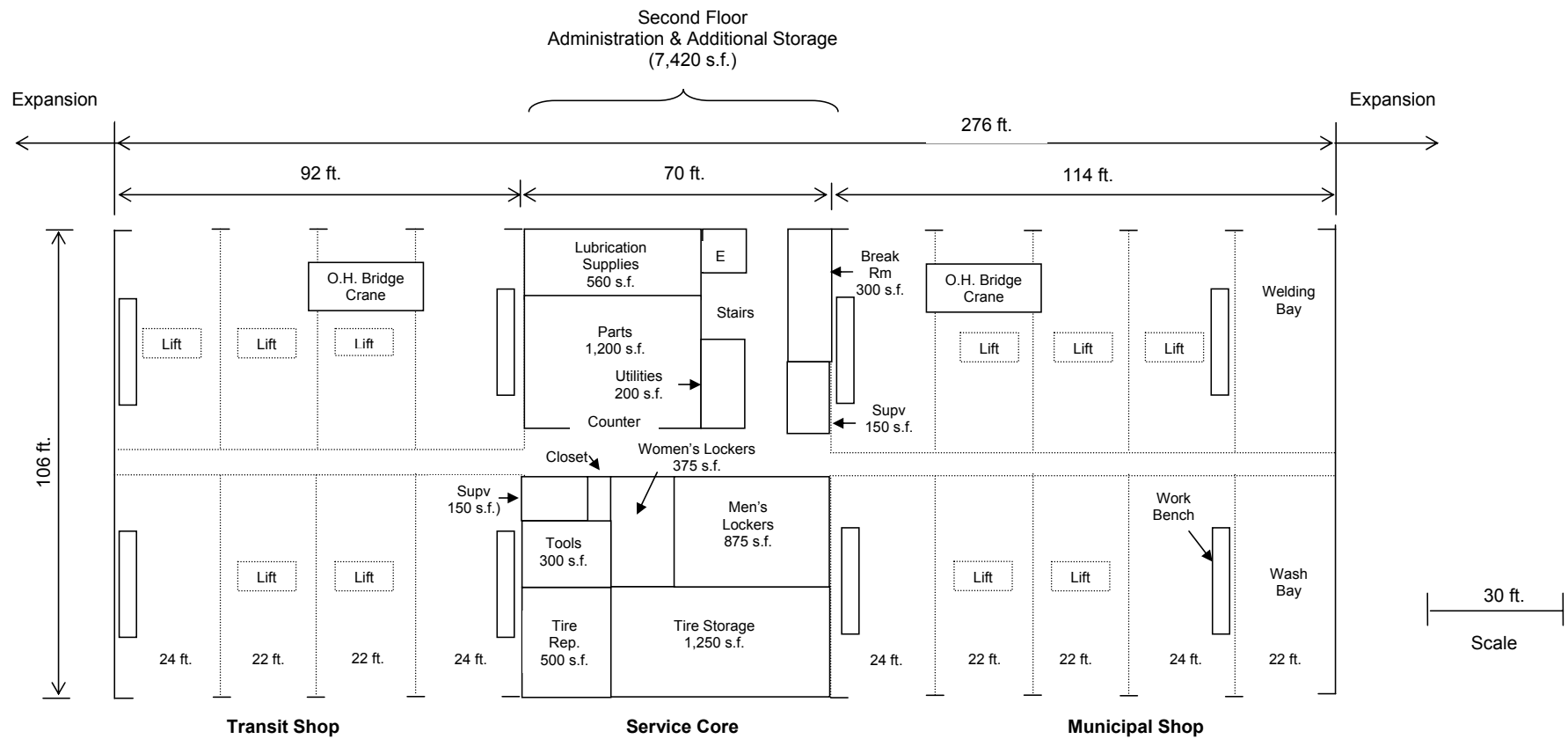
T = Transit
M = Municipal
RPU = Rochester Public Utilities
All = All Fleets Combined
1 or 2 = number of work shifts
(Now or Future) = Time Period

Note: Assumes 100% of work being done in-house for specified scenario of vehicles.

CITY OF ROCHESTER
FLEET MAINTENANCE PLANNING AND CONSOLIDATION
EVALUATION

Exhibit 14

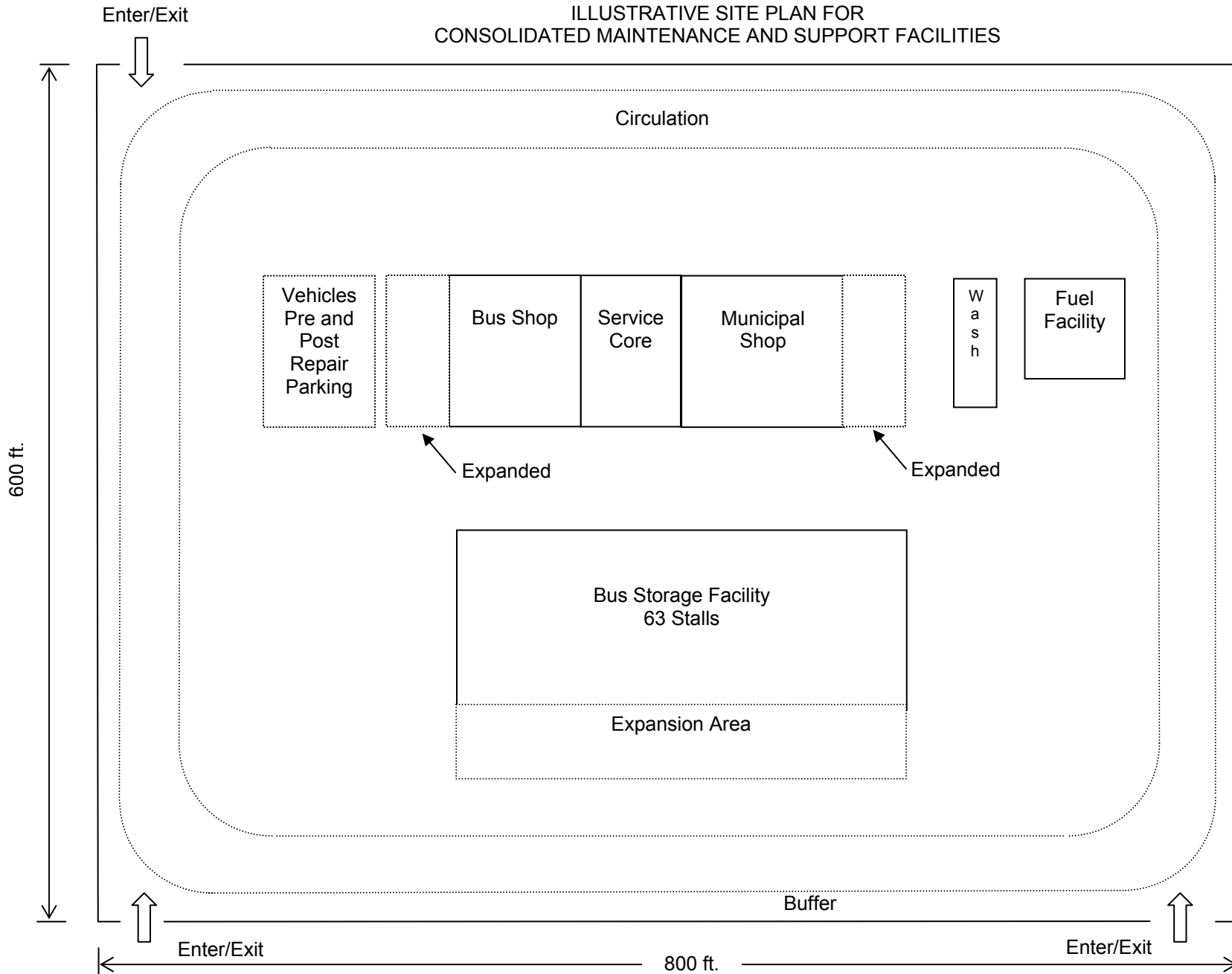
ILLUSTRATIVE LAYOUT FOR NEW
CONSOLIDATED FLEET MAINTENANCE FACILITY



CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Exhibit 15

ILLUSTRATIVE SITE PLAN FOR
CONSOLIDATED MAINTENANCE AND SUPPORT FACILITIES



Scale: 1" = 100'

**CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION**

Exhibit 16
Page 1 of 2

**COST ESTIMATES FOR CONSOLIDATED FLEET MAINTENANCE FACILITY: 16 M&R BAYS
(AS OF 2008)**

| | Consolidated Facility | | | Total |
|---|-----------------------|--------------------|--------------------|--------------------|
| | Transit Service Core | Municipal | | |
| Building (a) | | | | |
| Area (s.f.) | 9,752 | 7,440 | 12,084 | 29,276 |
| Base Cost Per Sq. Ft. (a) | \$99.35 | \$101.20 | \$96.70 | |
| Height Adjustments (b) | \$11.20 | \$12.60 | \$11.90 | |
| Perimeter Adjustments (c) | -\$4.21 | -\$3.47 | -\$4.76 | |
| Offices, 50% of 2nd. Floor Service Core | \$0.00 | \$9.96 | \$0.00 | |
| Adjusted Unit Cost Per Sq. Ft. | \$106.34 | \$120.29 | \$103.84 | |
| Base Building Cost | \$1,037,000 | \$895,000 | \$1,254,800 | |
| Location Factor (f) | 1.03 | 1.03 | 1.03 | |
| Inflation Factor (g) | 1.16 | 1.16 | 1.16 | |
| Local Building Cost, 2008 | \$1,239,000 | \$1,069,300 | \$1,499,200 | \$3,807,500 |
| Equipment | | | | |
| Compressor | \$3,200 | \$0 | \$3,200 | |
| Lifts (h) | \$140,000 | \$0 | \$109,000 | |
| Lube Racks (i) | \$41,600 | \$0 | \$41,600 | |
| Bridge Cranes | \$7,500 | \$0 | \$7,500 | |
| Emergency Generator | \$0 | \$56,000 | \$0 | |
| Elevator | \$0 | \$51,200 | \$0 | |
| Waste Oil Heater | \$0 | \$3,000 | \$0 | |
| Subtotal | \$192,300 | \$110,200 | \$161,300 | |
| Other Miscellaneous Equipment (j) | \$19,230 | \$11,020 | \$16,130 | |
| Location Factor | 1.03 | 1.03 | 1.03 | |
| Inflation Factor | 1.16 | 1.16 | 1.16 | |
| Equipment Subtotal | \$252,700 | \$144,800 | \$212,000 | |
| Building and Equipment Total | \$1,491,700 | \$1,214,100 | \$1,711,200 | \$4,417,000 |
| Contingency @ 10% | \$149,200 | \$121,400 | \$171,100 | \$441,700 |
| | \$1,640,900 | \$1,335,500 | \$1,882,300 | \$4,858,700 |

Notes Listed On Next Page

Notes:

(a) Based on "R.S. Means Square Foot Costs 2006": Commercial Garages built with Concrete Block with Steel Joists.

(b) Height adjustments for 28 ft. high building from 14 ft. high base building. [14 ft. x \$4.05, or \$5.10, or \$3.40]

(c) Perimeter adjustments from base building perimeters of: 500 L.F., 420 L.F. and 580 L.F. respectively.

[104 L.F. X \$4.05/100 L.F.]

[68 L.F. X \$5.10/100 L.F.]

[140 L.F. X \$3.40/100 L.F.]

(d) At 50% coverage X \$19.91 per s.f. of office interior cost = \$9.96 per s.f.

(e) For Rochester, MN per R.S. Means in January 2006.

(g) Assumed equal to Means inflation rate for past 2 years for Rochester, MN.

(h) Based on the following units costs and numbers of lifts:

| Estimated Number of Lifts | | | | |
|------------------------------------|----------|--------------|-----------|--|
| | Transit | Service Core | Municipal | |
| Light (9,000 pound capacity) | 0 | 0 | 2 | |
| Medium (15,000 pound capacity) | 2 | 0 | 1 | |
| Heavy (48,000 pound capacity) | 2 | 0 | 1 | |
| Very Heavy (80,000 pound capacity) | 1 | 0 | 1 | |
| Total | 5 | 0 | 5 | |

| Total Cost of Lifts | | | | |
|------------------------------------|-----------|------------------|--------------|------------------|
| | Unit Cost | Transit | Service Core | Municipal |
| Light (9,000 pound capacity) | \$6,000 | \$0 | \$0 | \$12,000 |
| Medium (15,000 pound capacity) | \$13,000 | \$26,000 | \$0 | \$13,000 |
| Heavy (48,000 pound capacity) | \$30,000 | \$60,000 | \$0 | \$30,000 |
| Very Heavy (80,000 pound capacity) | \$54,000 | \$54,000 | \$0 | \$54,000 |
| Total | | \$140,000 | \$0 | \$109,000 |

(i) Based on the following number of 4 lube racks for each shop at \$10,400 per rack.:

(j) Assumed equal to 10% of Equipment subtotal.

**CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION**

Exhibit 17

**COST ESTIMATES FOR NEW SUPPORT FACILITIES
(AS OF 2008)**

Bus Storage Facility, 9 Rows, 18 Doors

| | |
|---|--------------------|
| Area (s.f.) | 39,690 |
| Unit Cost Per Sq. Ft. (a) | \$88.23 |
| Exclude Office Partitions @ -9.7% | -\$8.56 |
| Exclude Warehouse Dock Equipment @ -4.4% | -\$3.88 |
| Adjusted Unit Cost Per Sq. Ft. | \$75.79 |
| Square Foot Cost | \$3,008,088 |
| Door Count Adjustment For Total of 18 Doors | \$10,000 |
| Base Building Cost | \$3,018,088 |
| Location Factor (b) | 1.030 |
| Inflation Factor (c) | 1.035 |
| Local Building Cost, 2008 | \$3,217,400 |
| Contingency @ 10% | \$321,700 |
| Total | \$3,539,100 |

Bus Wash Facility

| | |
|--------------------------------------|------------------|
| Area (s.f.) | 2,700 |
| Unit Cost Per Sq. Ft. (d) | \$233.73 |
| Exclude Services Systems @ -57.6% | -\$134.63 |
| Height Adjustment (e) | \$2.48 |
| Perimeter Adjustment (f) | \$1.39 |
| Adjusted Unit Cost Per Sq. Ft. | \$102.97 |
| Base Building Cost | \$278,023 |
| Location Factor (b) | 1.030 |
| Inflation Factor (c) | 1.035 |
| Local Building Cost, 2008 | \$296,400 |
| Add Wash and Vacuum System Equipment | \$400,000 |
| Building and Equipment Total | \$696,400 |
| Contingency @ 10% | \$69,600 |
| Total | \$766,000 |

Fuel Station

| | |
|--------------------------|------------------|
| Contingency @ 10% | \$200,000 |
| Total | \$220,000 |

Notes:

- (a) Based on "R.S. Means Square Foot Costs 2006":
Warehouses built with Concrete Blocks and Steel Frame.
- (b) For Rochester, MN per R.S. Means in January 2006.
- (c) Assumed equal to Means inflation rate for past 2 years for Rochester, MN.
- (d) Based on "R.S. Means Square Foot Costs 2006":
Car Wash built with Concrete Blocks and Steel Frame.
- (e) Height adjustment rate for 14 ft. high building from 12 ft. high standard building.
[2 ft. X \$2.48 per foot]
- (f) Perimeter adjustment from standard building perimeter of 240 L.F.
[8 L.F. X \$17.49/100 L.F.]

**CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATIO**

Exhibit 18

**ESTIMATED ANNUAL COSTS AND SAVINGS FROM FLEET MAINTENANCE CONSOLIDATIO
(AS OF 2008)**

| PRIVATE OPERATOR: ESTIMATED 2008 | | CITY OF ROCHESTER PROFORMA: 2008 | | | SAVINGS |
|--|--------------------|---|------------|---------------------|------------------|
| RCL Salaries and Wages | Amount | Added Positions | FTE | Cost Per FTE | Extension |
| Maintenance Manager | \$28,000 | Fleet Manager | 0.5 | \$115,000 | \$57,500 |
| Mechanics | \$136,000 | Clerical/Admin Assistant | 0.5 | \$70,000 | \$35,000 |
| Bus Washers | \$69,400 | Shop Supervisor | 1.0 | \$75,000 | \$75,000 |
| Parts Clerk | \$29,100 | Mechanics | 5.0 | \$67,000 | \$335,000 |
| Yard Help | \$76,300 | Welder | 0.5 | \$67,000 | \$33,500 |
| Bookkeepers | \$38,700 | Parts Person | 0.5 | \$60,000 | \$30,000 |
| | | Helper/Hostler | 1.0 | \$40,000 | \$40,000 |
| Subtotal, Salaries & Wages | \$377,500 | Subtotal Salaries & Fringe Benefits | | | \$606,000 |
| RCL Fringe Benefits | | | | | |
| Group Health Insurance | \$140,800 | | | | |
| Fica | \$151,100 | | | | |
| Unemployment Insurance | \$7,900 | | | | |
| Fringe, Cafeteria, Pension, Etc | \$6,000 | | | | |
| Subtotal, Fringe Benefits | \$305,800 | | | | |
| Personnel Services | \$683,300 | Personnel Services | | | \$606,000 |
| | | | | | \$77,300 |
| Operating Expenses | | Operating Expenses | | | |
| Parts Costs | | Parts Costs | | | |
| Fixed Route | \$110,000 | Fixed Route | | | \$110,000 |
| Demand Route | \$40,000 | Demand Route | | | \$40,000 |
| Subtotal, Operating Expenses | \$150,000 | Subtotal, Operating Expenses | | | \$150,000 |
| | | | | | \$0 |
| Demand Route Deadhead Travel | \$15,600 | | | | \$0 |
| | | | | | \$15,600 |
| Depreciation, Leases & Allowances | | Depreciation, Leases & Allowances | | | |
| Dep. Shop & Office Equipment | \$22,800 | Dep. Shop & Office Equipment | | | \$0 |
| Office/Shop Use Allowance | \$68,800 | Office/Shop Use Allowance (Eliminated) | | | \$0 |
| Garage Use Allowance | \$70,000 | Garage Use Allowance (Eliminated) | | | \$0 |
| Property Taxes | \$25,600 | Property Taxes (Eliminated) | | | \$0 |
| Property Insurance | \$11,500 | Property Insurance (Eliminated) | | | \$0 |
| Utilities | \$41,500 | Utilities | | | \$41,500 |
| Subtotal, Depreciation, Leases & Allowances | \$240,200 | Subtotal, Depreciation, Leases & Allowances | | | \$41,500 |
| | | | | | \$198,700 |
| Audit Costs | \$70,000 | Audit Costs Reduced by 25% | | | \$52,500 |
| | | | | | \$17,500 |
| | | Amortization of New Facilities (See cost estimates below.) | | | |
| | | Maintenance Facility | | | \$40,700 |
| | | Bus Storage Facility | | | \$59,200 |
| | | Bus Wash Facility | | | \$12,800 |
| | | Fuel Station | | | \$1,800 |
| | | Subtotal, Amortization | | | \$114,500 |
| | | Land | | | \$11,000 |
| | | | | | -\$11,000 |
| Grand Total | \$1,159,100 | Grand Total | | | \$975,500 |
| | | | | | \$183,600 |

| Amortization of New Facilities | | | | | | |
|--|---------------------|---------------------|--------------------|-----------------|--------------------|-----------------------|
| New Facility Cost (a) | Initial Cost | Transit Allocations | | Local Share (c) | Local Amount | Payment Rates (d) (d) |
| | | Percent | Allocation | | | |
| Maintenance Facility | \$4,858,700 | 50% | \$2,429,350 | 20% | \$485,870 | 8.368% |
| Bus Storage Facility | \$3,539,100 | 100% | \$3,539,100 | 20% | \$707,820 | 8.368% |
| Bus Wash Facility | \$766,000 | 100% | \$766,000 | 20% | \$153,200 | 8.368% |
| Fuel Station | \$220,000 | 50% | \$110,000 | 20% | \$22,000 | 8.368% |
| Subtotal | \$9,383,800 | | \$6,844,450 | | \$1,368,890 | |
| Land (b) | \$4,000,000 | 25% | \$1,000,000 | 20% | \$200,000 | 5.500% |
| Total | \$13,383,800 | | | | | |
| | | | | | | \$125,500 |
| Notes | | | | | | |
| (a) Includes 10% contingency. | | | | | | |
| (b) Excludes site development costs since these will be incurred since the City will be developing the site to house its new Public Works complex. | | | | | | |
| (c) Assumes 80% Federal Transit Administration match. | | | | | | |
| (d) Based on 5.5% interest rate for 20 years amortization of new facility cost; and, 5.5% annual interest charges for land acquisition costs. | | | | | | |

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Exhibit 19
Page 1 of 2

COST ESTIMATES FOR CONSOLIDATED FLEET MAINTENANCE FACILITY: 12 M&R BAYS
(AS OF 2008)

| | Consolidated Facility | | | Total |
|--|-----------------------|--------------------|--------------------|--------------------|
| | Transit | Service Core | Municipal | |
| Building (a) | | | | |
| Area (s.f.) | 7,420 | 7,440 | 9,752 | 24,612 |
| Base Cost Per Sq. Ft. (a) | \$99.35 | \$101.20 | \$96.70 | |
| Height Adjustments (b) | \$11.20 | \$12.60 | \$11.90 | |
| Perimeter Adjustments (c) | -\$12.44 | -\$3.47 | -\$12.23 | |
| Offices, 50% of 2nd. Floor Service Core Area (d) | \$0.00 | \$9.96 | \$0.00 | |
| Adjusted Unit Cost Per Sq. Ft. | \$98.11 | \$120.29 | \$96.37 | |
| Base Building Cost | \$728,000 | \$895,000 | \$939,800 | |
| Location Factor (f) | 1.03 | 1.03 | 1.03 | |
| Inflation Factor (g) | 1.16 | 1.16 | 1.16 | |
| Local Building Cost, 2008 | \$869,800 | \$1,069,300 | \$1,122,900 | \$3,062,000 |
| Equipment | | | | |
| Compressor | \$3,200 | \$0 | \$3,200 | |
| Lifts (h) | \$140,000 | \$0 | \$109,000 | |
| Lube Racks (i) | \$41,600 | \$0 | \$41,600 | |
| Bridge Cranes | \$7,500 | \$0 | \$7,500 | |
| Emergency Generator | \$0 | \$56,000 | \$0 | |
| Elevator | \$0 | \$51,200 | \$0 | |
| Waste Oil Heater | \$0 | \$3,000 | \$0 | |
| Subtotal | \$192,300 | \$110,200 | \$161,300 | |
| Other Miscellaneous Equipment (j) | \$19,230 | \$11,020 | \$16,130 | |
| Location Factor | 1.03 | 1.03 | 1.03 | |
| Inflation Factor | 1.16 | 1.16 | 1.16 | |
| Equipment Subtotal | \$252,700 | \$144,800 | \$212,000 | |
| Building and Equipment Total | \$1,122,500 | \$1,214,100 | \$1,334,900 | \$3,671,500 |
| Contingency @ 10% | \$112,300 | \$121,400 | \$133,500 | \$367,200 |
| | \$1,234,800 | \$1,335,500 | \$1,468,400 | \$4,038,700 |

Notes Listed On Next Page

Notes:

- (a) Based on "R.S. Means Square Foot Costs 2006": Commercial Garages built with Concrete Block with Steel Joists.
- (b) Height adjustments for 28 ft. high building from 14 ft. high base building. [14 ft. x \$4.05, or \$5.10, or \$3.40]
- (c) Perimeter adjustments from base building perimeters of: 420 L.F., 420 L.F. and 500 L.F. respectively.
 [244 L.F. X \$5.10/100 L.F.]
 [68 L.F. X \$5.10/100 L.F.]
 [302 L.F. X \$4.05/100 L.F.]
- (d) At 50% coverage X \$19.91 per s.f. of office interior cost = \$9.96 per s.f.
- (e) For Rochester, MN per R.S. Means in January 2006.
- (g) Assumed equal to Means inflation rate for past 2 years for Rochester, MN.
- (h) Based on the following units costs and numbers of lifts:

| | Estimated Number of Lifts | | |
|------------------------------------|---------------------------|--------------|-----------|
| | Transit | Service Core | Municipal |
| Light (9,000 pound capacity) | 0 | 0 | 2 |
| Medium (15,000 pound capacity) | 2 | 0 | 1 |
| Heavy (48,000 pound capacity) | 2 | 0 | 1 |
| Very Heavy (80,000 pound capacity) | <u>1</u> | <u>0</u> | <u>1</u> |
| Total | 5 | 0 | 5 |

| | Total Cost of Lifts | | | |
|------------------------------------|---------------------|------------------|--------------|------------------|
| | Unit Cost | Transit | Service Core | Municipal |
| Light (9,000 pound capacity) | \$6,000 | \$0 | \$0 | \$12,000 |
| Medium (15,000 pound capacity) | \$13,000 | \$26,000 | \$0 | \$13,000 |
| Heavy (48,000 pound capacity) | \$30,000 | \$60,000 | \$0 | \$30,000 |
| Very Heavy (80,000 pound capacity) | \$54,000 | \$54,000 | \$0 | \$54,000 |
| Total | | \$140,000 | \$0 | \$109,000 |

- (i) Based on the following number of 4 lube racks for each shop at \$10,400 per rack.:
- (j) Assumed equal to 10% of Equipment subtotal.

| | 16-Bay Facility With One Shift | | | 12-Bay Facility With Two Shifts | | | Difference | |
|---|--------------------------------|-----------------|-------------------------|---------------------------------|-----------------|-------------------------|-------------|---------|
| AMORTIZATION OF CONSTRUCTION COSTS | | | | | | | | |
| Facility (a) | Construction (b) | Local Share (c) | Annual Amortization (d) | Construction (b) | Local Share (c) | Annual Amortization (d) | | |
| Transit | \$2,429,350 | \$485,870 | \$40,700 | \$2,019,350 | \$403,870 | \$33,800 | | |
| Municipal | \$2,429,350 | \$2,429,350 | \$203,300 | \$2,019,350 | \$2,019,350 | \$169,000 | | |
| SubTotal | \$4,858,700 | \$2,915,220 | \$244,000 | \$4,038,700 | \$2,423,220 | \$202,800 | -\$41,200 | |
| ANNUAL OPERATION COSTS | | | | | | | | |
| Staff | Cost Per FTE (e) | FTE | Extension | FTE | Extension | | | |
| Fleet Manager | \$115,000 | 1.0 | \$115,000 | 1.0 | \$115,000 | | | |
| Clerical/Admin Assistant | \$70,000 | 1.0 | \$70,000 | 1.0 | \$70,000 | | | |
| Shop Supervisors | \$75,000 | 2.0 | \$150,000 | 2.0 | \$150,000 | | | |
| Mechanics, 1st Shift | \$67,000 | 13.0 | \$871,000 | 6.0 | \$402,000 | | | |
| Mechanics, 2nd Shift (f) | \$68,200 | 0.0 | \$0 | 7.0 | \$477,400 | | | |
| Welder | \$67,000 | 1.0 | \$67,000 | 1.0 | \$67,000 | | | |
| Parts Person | \$60,000 | 1.0 | \$60,000 | 1.0 | \$60,000 | | | |
| Helper/Hostler | \$40,000 | 1.0 | \$40,000 | 2.0 | \$80,000 | | | |
| SubTotal | | 20.0 | \$1,373,000 | 21.0 | \$1,421,400 | | \$48,400 | |
| Total Average Annual Costs | | | \$1,617,000 | Total Average Annual Costs | | | \$1,624,200 | \$7,200 |
| Percent Greater than 16-Bay Alternative | | | | | | | 0.4% | |

APPENDIX A: Fleet Inventory and MRU Analyses

**CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION**

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FLEET INVENTORY LISTING

| Line | Veh# | Dept# | Department | Asset/VIN# | Model Yr | Make/Model | Vehicle Class | Vehicle Group | Date Acq | Cost |
|------|------|-------|-----------------------|------------|----------|------------------------------------|-----------------|-----------------------|-----------|--------|
| 1 | 406 | 41960 | City Hall Maintenance | 6185 | 1994 | Ford Taurus | sedan | Light Vehicles | 4/1/1996 | 14,462 |
| 2 | 407 | 41960 | City Hall Maintenance | 6178 | 1991 | Ford Ranger Ext Cab Pickup - Spare | pickup | Light Vehicles | 6/1/1991 | 12,682 |
| 3 | 418 | 41960 | City Hall Maintenance | 6095 | 2000 | Dodge Caravan | minivan | Light Vehicles | 4/1/2000 | 22,110 |
| 4 | 425 | 41960 | City Hall Maintenance | 6146 | 2001 | Ford Taurus | sedan | Light Vehicles | 3/1/2001 | 14,695 |
| 5 | 5463 | 42132 | Animal Control | 6125 | 1998 | Ford Van | van | Light Vehicles | 8/1/1998 | 24,027 |
| 6 | 5617 | 42132 | Animal Control | 10060 | 2007 | Ford F150 Pickup | pickup | Light Vehicles | 5/31/2007 | 25,833 |
| 7 | 7222 | 42132 | Animal Control | 9533 | 2006 | Ford F150 Supercrew | pickup | Light Vehicles | 3/31/2006 | 36,500 |
| 8 | 800 | 42144 | Police Garage/Fleet | 7158 | 2003 | Ford Ford Crown Vic - Marked Squad | patrol sedan | Emerg. Light Vehicles | 3/31/2003 | 22,118 |
| 9 | 1519 | 42144 | Police Garage/Fleet | 8961 | 2004 | Ford Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2004 | 21,946 |
| 10 | 1697 | 42144 | Police Garage/Fleet | 6147 | 2001 | Ford E-350 Van | van | Light Vehicles | 3/1/2001 | 23,669 |
| 11 | 2248 | 42144 | Police Garage/Fleet | 6556 | 2002 | Ford Crown Vic Marked Squad-Spare | patrol sedan | Emerg. Light Vehicles | 4/17/2002 | 24,130 |
| 12 | 2358 | 42144 | Police Garage/Fleet | 8958 | 2004 | Ford 4X4 Suv | SUV/Suburban | Light Vehicles | 5/31/2004 | 32,254 |
| 13 | 2868 | 42144 | Police Garage/Fleet | 9456 | 2005 | Jeep Wrangler - Suv | SUV/Suburban | Light Vehicles | 5/31/2005 | 20,597 |
| 14 | 2869 | 42144 | Police Garage/Fleet | 9489 | 2005 | Jeep Marked Wrangler | SUV/Suburban | Light Vehicles | 8/31/2005 | 20,210 |
| 15 | 3063 | 42144 | Police Garage/Fleet | 7114 | 2002 | Ford Windstar | minivan | Light Vehicles | 9/30/2002 | 20,350 |
| 16 | 3078 | 42144 | Police Garage/Fleet | 6565 | 2003 | Ford Crown Vic Marked Squad-Spare | patrol sedan | Emerg. Light Vehicles | 5/30/2002 | 22,885 |
| 17 | 4198 | 42144 | Police Garage/Fleet | 6186 | 1994 | Dodge Maxi ERU Van | van | Light Vehicles | 9/1/1994 | 17,067 |
| 18 | 5630 | 42144 | Police Garage/Fleet | 9813 | 2006 | Ford Expedition | SUV/Suburban | Light Vehicles | 6/30/2006 | 31,198 |
| 19 | 5631 | 42144 | Police Garage/Fleet | 9812 | 2006 | Ford Expedition | SUV/Suburban | Light Vehicles | 6/30/2006 | 30,790 |
| 20 | 6386 | 42144 | Police Garage/Fleet | 7159 | 2003 | Dodge Dodge Caravan | minivan | Light Vehicles | 3/31/2003 | 20,038 |
| 21 | 6760 | 42144 | Police Garage/Fleet | 9368 | 2005 | Ford Expedition 4X4 | SUV/Suburban | Light Vehicles | 4/29/2005 | 35,269 |
| 22 | 6943 | 42144 | Police Garage/Fleet | 6139 | 1999 | Ford Crown Vic K-9 Unit | patrol sedan | Emerg. Light Vehicles | 11/1/1999 | 23,226 |
| 23 | 7088 | 42144 | Police Garage/Fleet | 6539 | 2002 | Ford Taurus - Unmarked | sedan unmarked | Emerg. Light Vehicles | 3/26/2002 | 17,153 |
| 24 | 7089 | 42144 | Police Garage/Fleet | 6535 | 2002 | Ford Taurus - Unmarked | sedan unmarked | Emerg. Light Vehicles | 3/26/2002 | 17,153 |
| 25 | 7090 | 42144 | Police Garage/Fleet | 6537 | 2002 | Ford Taurus - Unmarked | sedan unmarked | Emerg. Light Vehicles | 3/26/2002 | 17,153 |
| 26 | 7091 | 42144 | Police Garage/Fleet | 6533 | 2002 | Ford Taurus - Unmarked | sedan unmarked | Emerg. Light Vehicles | 3/26/2002 | 17,153 |
| 27 | 7092 | 42144 | Police Garage/Fleet | 6538 | 2002 | Ford Taurus - Unmarked | sedan unmarked | Emerg. Light Vehicles | 3/26/2002 | 17,153 |
| 28 | 7093 | 42144 | Police Garage/Fleet | 6534 | 2002 | Ford Taurus - Unmarked | sedan unmarked | Emerg. Light Vehicles | 3/26/2002 | 17,153 |
| 29 | 7094 | 42144 | Police Garage/Fleet | 6531 | 2002 | Ford Taurus - Unmarked | sedan unmarked | Emerg. Light Vehicles | 3/26/2002 | 17,153 |
| 30 | 7144 | 42144 | Police Garage/Fleet | 9322 | 2005 | Jeep Liberty | SUV/Suburban | Light Vehicles | 3/31/2005 | 18,695 |
| 31 | 7182 | 42144 | Police Garage/Fleet | 9463 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,115 |
| 32 | 7183 | 42144 | Police Garage/Fleet | 9464 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,083 |
| 33 | 7184 | 42144 | Police Garage/Fleet | 9465 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,578 |
| 34 | 7185 | 42144 | Police Garage/Fleet | 9466 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,192 |
| 35 | 7186 | 42144 | Police Garage/Fleet | 9467 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,705 |
| 36 | 7187 | 42144 | Police Garage/Fleet | 9468 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,175 |
| 37 | 7188 | 42144 | Police Garage/Fleet | 9469 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,172 |
| 38 | 7189 | 42144 | Police Garage/Fleet | 9470 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,189 |
| 39 | 7190 | 42144 | Police Garage/Fleet | 9471 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 28,174 |
| 40 | 7191 | 42144 | Police Garage/Fleet | 9472 | 2005 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2005 | 27,964 |
| 41 | 7327 | 42144 | Police Garage/Fleet | 9810 | 2006 | Ford Crown Vic | patrol sedan | Emerg. Light Vehicles | 6/30/2006 | 28,375 |
| 42 | 7328 | 42144 | Police Garage/Fleet | 9809 | 2006 | Ford Crown Vic | patrol sedan | Emerg. Light Vehicles | 6/30/2006 | 31,118 |
| 43 | 7329 | 42144 | Police Garage/Fleet | 9808 | 2006 | Ford Crown Vic | patrol sedan | Emerg. Light Vehicles | 6/30/2006 | 30,864 |
| 44 | 7330 | 42144 | Police Garage/Fleet | 9811 | 2006 | Ford Crown Vic | patrol sedan | Emerg. Light Vehicles | 6/30/2006 | 28,147 |
| 45 | 7331 | 42144 | Police Garage/Fleet | 6072 | 2001 | Ford Taurus Lx | sedan | Light Vehicles | 6/1/2001 | 14,713 |
| 46 | 7331 | 42144 | Police Garage/Fleet | 9807 | 2006 | Ford Crown Vic | patrol sedan | Emerg. Light Vehicles | 6/30/2006 | 31,747 |
| 47 | 7332 | 42144 | Police Garage/Fleet | 6074 | 2001 | Ford Taurus Lx | sedan | Light Vehicles | 5/1/2001 | 15,113 |
| 48 | 7333 | 42144 | Police Garage/Fleet | 6070 | 2001 | Ford Taurus Lx | sedan | Light Vehicles | 5/1/2001 | 13,504 |
| 49 | 7334 | 42144 | Police Garage/Fleet | 6073 | 2001 | Ford Taurus Lx | sedan | Light Vehicles | 5/1/2001 | 15,013 |
| 50 | 7335 | 42144 | Police Garage/Fleet | 6071 | 2001 | Ford Taurus Lx | sedan | Light Vehicles | 6/1/2001 | 14,013 |
| 51 | 8033 | 42144 | Police Garage/Fleet | 9795 | 2006 | Purch Chassis/Fab. Armored Vehicle | armored vehicle | Heavy Trucks | 5/31/2006 | 86,404 |
| 52 | 8289 | 42144 | Police Garage/Fleet | 6112 | 1999 | Dodge Ram Wagon 3500 | wagon | Light Vehicles | 6/1/1999 | 20,772 |
| 53 | 9824 | 42144 | Police Garage/Fleet | 9820 | 2006 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 7/31/2006 | 31,331 |
| 54 | 9835 | 42144 | Police Garage/Fleet | 10065 | 2007 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2007 | 21,715 |
| 55 | 9836 | 42144 | Police Garage/Fleet | 10070 | 2007 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2007 | 21,715 |

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FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION**

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FLEET INVENTORY LISTING

| Line | Veh# | Dept# | Department | Asset/VIN# | Model Yr | Make/Model | Vehicle Class | Vehicle Group | Date Acq | Cost |
|------|------|-------|--------------------------------|------------|----------|---------------------------------|----------------------------|-----------------------|------------|---------|
| 56 | 9837 | 42144 | Police Garage/Fleet | 10069 | 2007 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2007 | 21,715 |
| 57 | 9838 | 42144 | Police Garage/Fleet | 10066 | 2007 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2007 | 21,715 |
| 58 | 9840 | 42144 | Police Garage/Fleet | 10068 | 2007 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2007 | 21,715 |
| 59 | 9841 | 42144 | Police Garage/Fleet | 10064 | 2007 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2007 | 21,715 |
| 60 | 9842 | 42144 | Police Garage/Fleet | 10067 | 2007 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 5/31/2007 | 21,715 |
| 61 | 9954 | 42144 | Police Garage/Fleet | 7259 | 2003 | Ford Crown VicMarked Squad | patrol sedan | Emerg. Light Vehicles | 9/30/2003 | 23,441 |
| 62 | 9955 | 42144 | Police Garage/Fleet | 8848 | 2003 | Ford Crown Vic Squad | patrol sedan | Emerg. Light Vehicles | 12/29/2003 | 22,441 |
| 63 | 9956 | 42144 | Police Garage/Fleet | 8850 | 2003 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 12/29/2003 | 22,541 |
| 64 | 9957 | 42144 | Police Garage/Fleet | 8851 | 2003 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 12/29/2003 | 22,541 |
| 65 | 9958 | 42144 | Police Garage/Fleet | 8852 | 2003 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 12/29/2003 | 22,541 |
| 66 | 9959 | 42144 | Police Garage/Fleet | 8853 | 2003 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 12/29/2003 | 22,541 |
| 67 | 9960 | 42144 | Police Garage/Fleet | 8854 | 2003 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 12/29/2003 | 24,354 |
| 68 | 9961 | 42144 | Police Garage/Fleet | 8855 | 2003 | Ford Crown Vic Marked Squad | patrol sedan | Emerg. Light Vehicles | 12/29/2003 | 24,663 |
| 69 | MP12 | 42220 | Fire Suppression | 9376 | 2005 | Ford Rescue Truck | rescue truck | Emergency Trucks | 4/29/2005 | 142,010 |
| 70 | MP13 | 42220 | Fire Suppression | 9487 | 2005 | Ford F350 Fire Grass Rig | fire brush truck | Emergency Trucks | 8/31/2005 | 45,143 |
| 71 | MP14 | 42220 | Fire Suppression | 9486 | 2005 | Ford F350 Fire Rig | fire brush truck | Emergency Trucks | 8/31/2005 | 34,315 |
| 72 | OM | 42220 | Fire Suppression | 9512 | 2006 | Pierce Tanker | fire tanker | Emergency Trucks | 12/31/2005 | 1,270 |
| 73 | MAP2 | 42250 | Fire Garage/Fleet | 6007 | 2001 | Air Kwik Ak-100 Grass Firepump | misc. power oper. eqp | Small Equip. | 10/1/2001 | 6,954 |
| 74 | MAP4 | 42250 | Fire Garage/Fleet | 6012 | 1997 | Grass Fire Skid Drv - Fire Skid | misc. power oper. eqp | Small Equip. | 9/1/1997 | 13,721 |
| 75 | MC20 | 42250 | Fire Garage/Fleet | 6188 | 2001 | Ford Taurus | sedan | Light Vehicles | 4/1/2001 | 16,484 |
| 76 | MC26 | 42250 | Fire Garage/Fleet | 6101 | 1996 | GMC Suburban Old Hazmat | SUV/Suburban | Light Vehicles | 10/1/1996 | 35,545 |
| 77 | MC27 | 42250 | Fire Garage/Fleet | 6149 | 1998 | Chevrolet Suburban | SUV/Suburban | Light Vehicles | 3/1/1998 | 26,742 |
| 78 | MC30 | 42250 | Fire Garage/Fleet | 6545 | 2002 | Ford Explorer 4X4 Suv | SUV/Suburban | Light Vehicles | 4/10/2002 | 23,429 |
| 79 | MC31 | 42250 | Fire Garage/Fleet | 6570 | 2002 | Rehab Trailer Himk Trailer | trailer | Trailers | 5/30/2002 | 16,904 |
| 80 | MC32 | 42250 | Fire Garage/Fleet | 8962 | 2004 | Fire Skid Pump Homemade | misc. power oper. eqp | Small Equip. | 5/31/2004 | 11,337 |
| 81 | MC33 | 42250 | Fire Garage/Fleet | 8839 | 2003 | Ford Expedition 4X4 Suv | SUV/Suburban | Light Vehicles | 1/31/2004 | 30,185 |
| 82 | MC34 | 42250 | Fire Garage/Fleet | 8862 | 2004 | Ford 4X4 Explorer | SUV/Suburban | Light Vehicles | 3/31/2004 | 22,559 |
| 83 | MC35 | 42250 | Fire Garage/Fleet | 8967 | 2004 | Ford Ranger Pickup 4X4 | pickup | Light Vehicles | 6/30/2004 | 23,368 |
| 84 | MC36 | 42250 | Fire Garage/Fleet | 9490 | 2005 | Ford Explorer | SUV/Suburban | Light Vehicles | 8/31/2005 | 25,411 |
| 85 | MC37 | 42250 | Fire Garage/Fleet | 9511 | 2006 | Yukon GMC Truck | SUV/Suburban | Light Vehicles | 12/31/2005 | 46,871 |
| 86 | MOB2 | 42250 | Fire Garage/Fleet | 9496 | 2006 | Mercury Boat/Motor Boat/Trailer | trailer | Trailers | 9/30/2005 | 12,186 |
| 87 | MOB4 | 42250 | Fire Garage/Fleet | 5880 | 1996 | Rib400 Inflatable Boat | boat | Small Equip. | 4/1/1996 | 9,394 |
| 88 | MOB5 | 42250 | Fire Garage/Fleet | 5878 | 1996 | Erb380 Inflatable Boat | boat | Small Equip. | 4/1/1996 | 5,593 |
| 89 | MP07 | 42250 | Fire Garage/Fleet | 6189 | 1994 | Ford F250 3/4 Ton 4x4 | pickup | Light Vehicles | 8/1/1994 | 25,281 |
| 90 | MP08 | 42250 | Fire Garage/Fleet | 6142 | 1996 | Ford F-350 Pickup 4x4 | pickup | Light Vehicles | 5/1/1996 | 19,749 |
| 91 | MP09 | 42250 | Fire Garage/Fleet | 6190 | 1997 | Ford F350 Pickup - Rescue 4x4 | rescue truck | Emergency Trucks | 2/1/1998 | 59,273 |
| 92 | MP10 | 42250 | Fire Garage/Fleet | 6187 | 1997 | Ford Pickup-F350 | pickup | Light Vehicles | 2/1/1998 | 26,814 |
| 93 | MP11 | 42250 | Fire Garage/Fleet | 6150 | 2000 | Ford F550 Diesel Truck | heavy truck | Heavy Trucks | 12/1/2000 | 124,375 |
| 94 | MTT3 | 42250 | Fire Garage/Fleet | 6284 | 1997 | Pierce/FrightlInr Tanker | fire tanker | Emergency Trucks | 10/1/1997 | 169,153 |
| 95 | MTT4 | 42250 | Fire Garage/Fleet | 9818 | 2006 | Pierce Commercial Tanker | fire tanker | Emergency Trucks | 6/30/2006 | 245,160 |
| 96 | OM33 | 42250 | Fire Garage/Fleet | 6285 | 1993 | Pierce Engine | fire engine | Emergency Trucks | 10/1/1993 | 262,500 |
| 97 | OM34 | 42250 | Fire Garage/Fleet | 6275 | 1997 | Pierce Ladder | fire ladder/platform truck | Emergency Trucks | 9/1/1997 | 563,248 |
| 98 | OM35 | 42250 | Fire Garage/Fleet | 6282 | 1999 | Pierce Platform | fire ladder/platform truck | Emergency Trucks | 1/1/1999 | 585,798 |
| 99 | OM36 | 42250 | Fire Garage/Fleet | 6278 | 1998 | Pierce Engine | fire engine | Emergency Trucks | 12/1/1998 | 336,224 |
| 100 | OM37 | 42250 | Fire Garage/Fleet | 6277 | 1998 | Pierce Engine | fire engine | Emergency Trucks | 12/1/1998 | 315,765 |
| 101 | OM38 | 42250 | Fire Garage/Fleet | 6280 | 1999 | Pierce Engine | fire engine | Emergency Trucks | 6/1/1999 | 400,580 |
| 102 | OM39 | 42250 | Fire Garage/Fleet | 6281 | 1999 | Pierce Engine | fire engine | Emergency Trucks | 6/1/1999 | 362,450 |
| 103 | 00M1 | 42250 | Fire Garage/Fleet | 6294 | 1920 | Ahrens Fox Restored Antique Eng | antique fire engine | Heavy Trucks | 1/1/1920 | 35,000 |
| 104 | 617 | 42410 | Building Safety Administration | 8972 | 2005 | Ford 4 Door Taurus | sedan | Light Vehicles | 7/31/2004 | 13,434 |
| 105 | 602 | 42430 | Bldg Inspection Services | 6164 | 2001 | Chevrolet S-10 4X2 Extended Cab | pickup | Light Vehicles | 4/1/2001 | 14,884 |
| 106 | 603 | 42430 | Bldg Inspection Services | 6553 | 2002 | Chevrolet S10 Pickup | pickup | Light Vehicles | 4/15/2002 | 14,825 |
| 107 | 604 | 42430 | Bldg Inspection Services | 6550 | 2002 | Chevrolet Chevy S10 Pickup | pickup | Light Vehicles | 4/15/2002 | 14,825 |
| 108 | 605 | 42430 | Bldg Inspection Services | 9826 | 2007 | Ford 4X4 Escape | SUV/Suburban | Light Vehicles | 9/30/2006 | 19,518 |
| 109 | 606 | 42430 | Bldg Inspection Services | 6154 | 2000 | Ford Taurus Lx | sedan | Light Vehicles | 4/1/2000 | 15,015 |
| 110 | 607 | 42430 | Bldg Inspection Services | 9827 | 2007 | Ford 4X4 Escape | SUV/Suburban | Light Vehicles | 9/30/2006 | 19,518 |

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FLEET INVENTORY LISTING

| Line | Veh# | Dept# | Department | Asset/VIN# | Model Yr | Make/Model | Vehicle Class | Vehicle Group | Date Acq | Cost |
|------|-------|-------|-------------------------------|------------|----------|--|------------------------|-------------------|------------|--------|
| 111 | 608 | 42430 | Bldg Inspection Services | 6167 | 2001 | Chevrolet S-10 Extended Cab | pickup | Light Vehicles | 4/1/2001 | 14,884 |
| 112 | 611 | 42430 | Bldg Inspection Services | 6552 | 2002 | Chevrolet S10 Pickup | pickup | Light Vehicles | 4/15/2002 | 14,825 |
| 113 | 612 | 42430 | Bldg Inspection Services | 6549 | 2002 | Chevrolet S10 Pickup | pickup | Light Vehicles | 4/15/2002 | 14,825 |
| 114 | 613 | 42430 | Bldg Inspection Services | 6554 | 2002 | Chevrolet S10 Pickup | pickup | Light Vehicles | 4/15/2002 | 14,825 |
| 115 | 614 | 42430 | Bldg Inspection Services | 6551 | 2002 | Chevrolet S10 Pickup | pickup | Light Vehicles | 4/15/2002 | 14,825 |
| 116 | 615 | 42430 | Bldg Inspection Services | 6168 | 2001 | Chevrolet S-10 Extended Cab | pickup | Light Vehicles | 4/1/2001 | 14,884 |
| 117 | 601 | 42440 | Housing Inspection Services | 6152 | 2000 | Ford Taurus Lx | sedan | Light Vehicles | 4/1/2000 | 14,413 |
| 118 | 609 | 42440 | Housing Inspection Services | 6530 | 2002 | Ford Taurus | sedan | Light Vehicles | 3/26/2002 | 15,719 |
| 119 | 610 | 42440 | Housing Inspection Services | 6153 | 2000 | Ford Taurus Lx | sedan | Light Vehicles | 4/1/2000 | 15,417 |
| 120 | 616 | 42440 | Housing Inspection Services | 7258 | 2003 | Ford Taurus Se 4-Dr Sedan | sedan | Light Vehicles | 9/30/2003 | 15,750 |
| 121 | 303 | 42510 | Flood Control | 5770 | 1999 | Greenmachine Sidewalk Sweeper/Wash | floor sweeper/scrubber | Industrial Equip. | 3/1/1999 | 24,974 |
| 122 | 308 | 42510 | Flood Control | 8968 | 2004 | Morbark Chipper Chipper | chipper | Small Equip. | 6/30/2004 | 64,054 |
| 123 | 330 | 42510 | Flood Control | 5837 | 1999 | Toro Snowblower | misc. power oper. eqp | Small Equip. | 5/1/1999 | 9,367 |
| 124 | 334 | 42510 | Flood Control | 8957 | 2004 | Toro 228D 4Wd | mower | Grounds Equip. | 5/31/2004 | 12,694 |
| 125 | 920 | 42510 | Flood Control | 6136 | 2001 | Ford F250 Pickup | pickup | Light Vehicles | 2/1/2001 | 19,926 |
| 126 | 932 | 42510 | Flood Control | 7247 | 2003 | Ford F250 4X4 Pickup | pickup | Light Vehicles | 7/31/2003 | 21,067 |
| 127 | 956 | 42510 | Flood Control | 6135 | 1996 | Chevrolet Spare | pickup | Light Vehicles | 11/1/1996 | 20,867 |
| 128 | 979 | 42510 | Flood Control | 6542 | 2002 | Toro Groundmaster Mower | mower | Grounds Equip. | 3/26/2002 | 16,219 |
| 129 | 981 | 42510 | Flood Control | 6528 | 2002 | Toro Groundmaster 328D 4Wd | mower | Grounds Equip. | 3/21/2002 | 16,014 |
| 130 | 986 | 42510 | Flood Control | 6541 | 2002 | Toro Groundmaster Mower | mower | Grounds Equip. | 3/26/2002 | 19,374 |
| 131 | 992 | 42510 | Flood Control | 5819 | 1996 | John Deere 4 X 2 Utility Vehicle | utility cart | Grounds Equip. | 5/1/1996 | 5,802 |
| 132 | 12 | 43010 | Engineering Administration | 6222 | 1995 | Ford F350 4X4 Pickup W/Dump Box | pickup | Light Vehicles | 10/1/1995 | 30,756 |
| 133 | 502 | 43010 | Engineering Administration | 6195 | 1994 | Ford Truck | pickup | Light Vehicles | 7/1/1994 | 11,709 |
| 134 | 503 | 43010 | Engineering Administration | 6199 | 1999 | Ford Extended Cab Pickup | pickup | Light Vehicles | 6/1/1999 | 16,434 |
| 135 | 504 | 43010 | Engineering Administration | 6198 | 1999 | Ford Extended Cab Pickup | pickup | Light Vehicles | 6/1/1999 | 17,643 |
| 136 | 505 | 43010 | Engineering Administration | 6196 | 1995 | Ford Taurus-Ethanol | sedan | Light Vehicles | 5/1/1995 | 13,674 |
| 137 | 506 | 43010 | Engineering Administration | 7256 | 2003 | Ford Taurus Se 4-Dr Sedan | sedan | Light Vehicles | 9/30/2003 | 16,966 |
| 138 | 508 | 43010 | Engineering Administration | 9458 | 2005 | Ford Ranger 4X4 Pickup | pickup | Light Vehicles | 5/31/2005 | 19,796 |
| 139 | 509 | 43010 | Engineering Administration | 6192 | 2001 | Chevrolet S-10 4X4 Extended Cab | pickup | Light Vehicles | 4/1/2001 | 17,077 |
| 140 | 511 | 43010 | Engineering Administration | 6111 | 1991 | Plymouth Acclaim--Spare | sedan | Light Vehicles | 4/1/1996 | 10,137 |
| 141 | 511 | 43010 | Engineering Administration | 8973 | 2005 | Ford Taurus Se 4Dr Sedan | sedan | Light Vehicles | 7/31/2004 | 13,434 |
| 142 | 512 | 43010 | Engineering Administration | 6548 | 2002 | Chevrolet S10 Pickup | pickup | Light Vehicles | 4/18/2002 | 14,897 |
| 143 | 0513A | 43010 | Engineering Administration | 6204 | 1992 | Ford Ranger Ext Cab Pickup - Spare | pickup | Light Vehicles | 4/1/1992 | 12,800 |
| 144 | 514 | 43010 | Engineering Administration | 6200 | 2000 | Ford 2X2 Ranger Pickup | pickup | Light Vehicles | 3/1/2000 | 16,501 |
| 145 | 515 | 43010 | Engineering Administration | 6202 | 2001 | Ford Taurus | sedan | Light Vehicles | 3/1/2001 | 15,905 |
| 146 | 516 | 43010 | Engineering Administration | 8838 | 2004 | Dodge Dakota 4X4 Pickup W/Western Plow | pickup | Light Vehicles | 1/31/2004 | 24,989 |
| 147 | 519 | 43010 | Engineering Administration | 6547 | 2002 | Chevrolet S10 Pickup | pickup | Light Vehicles | 4/18/2002 | 15,704 |
| 148 | 520 | 43010 | Engineering Administration | 6205 | 1996 | GMC Suburban | SUV/Suburban | Light Vehicles | 5/1/1996 | 25,810 |
| 149 | 521 | 43010 | Engineering Administration | 6191 | 1997 | Chevrolet Suburban | SUV/Suburban | Light Vehicles | 4/1/1997 | 26,641 |
| 150 | 522 | 43010 | Engineering Administration | 6193 | 2001 | Chevrolet S-10 4X2 Extended Cab | pickup | Light Vehicles | 4/1/2001 | 16,894 |
| 151 | 524 | 43010 | Engineering Administration | 6197 | 1996 | Ford Pickup | pickup | Light Vehicles | 7/1/1996 | 17,642 |
| 152 | 530 | 43025 | Construction | 8738 | 2003 | Chevrolet S10 4X4 Pickup | pickup | Light Vehicles | 10/31/2003 | 18,888 |
| 153 | 531 | 43025 | Construction | 8739 | 2003 | Chevrolet S10 4X4 Pickup | pickup | Light Vehicles | 10/31/2003 | 18,052 |
| 154 | 510 | 43035 | Infrastructure | 8959 | 2004 | Ford Ranger 4X4 Pickup | pickup | Light Vehicles | 5/31/2004 | 20,527 |
| 155 | 534 | 43035 | Infrastructure | 6165 | 2001 | Chevrolet S-10 4X2 Extended Cab | pickup | Light Vehicles | 4/1/2001 | 15,334 |
| 156 | 535 | 43035 | Infrastructure | 9845 | 2007 | GMC Canyon Pickup | pickup | Light Vehicles | 11/30/2006 | 19,370 |
| 157 | 3 | 43115 | Street Maintenance Operations | 9481 | 2005 | Ford Suv Sport Explorer | SUV/Suburban | Light Vehicles | 7/29/2005 | 28,047 |
| 158 | 4 | 43115 | Street Maintenance Operations | 6217 | 1997 | Ford Pickup F350 | pickup | Light Vehicles | 9/1/1997 | 24,263 |
| 159 | 5 | 43115 | Street Maintenance Operations | 6213 | 2000 | Chevrolet Silverado 4X4 | pickup | Light Vehicles | 3/1/2000 | 26,034 |
| 160 | 9 | 43115 | Street Maintenance Operations | 9805 | 2006 | Ford F550 Truck | heavy truck | Heavy Trucks | 6/30/2006 | 55,832 |
| 161 | 10 | 43115 | Street Maintenance Operations | 6237 | 1995 | International Wrecker | wrecker | Heavy Trucks | 8/1/1995 | 45,289 |
| 162 | 11 | 43115 | Street Maintenance Operations | 6221 | 1996 | Ford F250 XL Truck | pickup | Light Vehicles | 6/1/1996 | 21,862 |
| 163 | 11 | 43115 | Street Maintenance Operations | 10055 | 2008 | Ford F350 4X4 Pickup | pickup | Light Vehicles | 5/31/2007 | (Null) |
| 164 | 12 | 43115 | Street Maintenance Operations | 9488 | 2006 | Ford F350 Cab & Chassis | dump truck | Heavy Trucks | 8/31/2005 | 51,778 |
| 165 | 13 | 43115 | Street Maintenance Operations | 6224 | 1999 | Ford F350 Pickup W/Boss Snow Pl | pickup | Light Vehicles | 8/1/1999 | 42,036 |

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|------|------|-------|-------------------------------|------------|----------|--|-----------------------------|----------------|------------|---------|
| 166 | 14 | 43115 | Street Maintenance Operations | 9806 | 2006 | Ford F350 4X4 Pickup | pickup | Light Vehicles | 6/30/2006 | 52,248 |
| 167 | 15 | 43115 | Street Maintenance Operations | 6218 | 1999 | Ford F250 Pickup | pickup | Light Vehicles | 5/1/1998 | 25,808 |
| 168 | 16 | 43115 | Street Maintenance Operations | 6219 | 1999 | Ford F250 Pickup | pickup | Light Vehicles | 6/1/1999 | 26,998 |
| 169 | 17 | 43115 | Street Maintenance Operations | 6214 | 1993 | Dodge D-250 3/4 Ton Pickup Spare | pickup | Light Vehicles | 5/1/1993 | 14,572 |
| 170 | 20 | 43115 | Street Maintenance Operations | 8868 | 2005 | International 7400 Dump Truck | dump truck | Heavy Trucks | 4/30/2004 | 114,232 |
| 171 | 21 | 43115 | Street Maintenance Operations | 6236 | 1995 | International Dump Truck | dump truck | Heavy Trucks | 11/1/1994 | 47,369 |
| 172 | 22 | 43115 | Street Maintenance Operations | 9501 | 2006 | International Dump Truck | dump truck | Heavy Trucks | 11/30/2005 | 131,250 |
| 173 | 23 | 43115 | Street Maintenance Operations | 6238 | 1997 | International Dump Truck | dump truck | Heavy Trucks | 6/1/1996 | 64,916 |
| 174 | 24 | 43115 | Street Maintenance Operations | 6242 | 1998 | International Dump Truck | dump truck | Heavy Trucks | 9/1/1997 | 56,407 |
| 175 | 25 | 43115 | Street Maintenance Operations | 6241 | 1998 | International Dump Truck | dump truck | Heavy Trucks | 9/1/1997 | 56,077 |
| 176 | 26 | 43115 | Street Maintenance Operations | 8979 | 2005 | International Int'L Dump Truck | dump truck | Heavy Trucks | 8/31/2004 | 131,541 |
| 177 | 27 | 43115 | Street Maintenance Operations | 9797 | 2007 | International 7400 SBA 6X4 | dump truck | Heavy Trucks | 5/31/2006 | 123,544 |
| 178 | 28 | 43115 | Street Maintenance Operations | 9462 | 2006 | International 7400 4X2 Truck | dump truck | Heavy Trucks | 5/31/2005 | 117,954 |
| 179 | 29 | 43115 | Street Maintenance Operations | 9502 | 2006 | International Dump Truck | dump truck | Heavy Trucks | 11/30/2005 | 136,460 |
| 180 | 30 | 43115 | Street Maintenance Operations | 6244 | 2001 | International IHC Tandem Truck | heavy truck | Heavy Trucks | 9/1/2001 | 98,768 |
| 181 | 31 | 43115 | Street Maintenance Operations | 6581 | 2003 | International Tandum Dump Truck | dump truck | Heavy Trucks | 6/30/2002 | 112,793 |
| 182 | 32 | 43115 | Street Maintenance Operations | 9460 | 2006 | International 7400 6X4 Truck | rodder truck | Heavy Trucks | 5/31/2005 | 143,964 |
| 183 | 36 | 43115 | Street Maintenance Operations | 9287 | 2005 | Elgin Pelican Street Sweeper | street sweeper | Heavy Trucks | 2/28/2005 | 140,160 |
| 184 | 38 | 43115 | Street Maintenance Operations | 6240 | 1998 | International Truck | roll off truck | Heavy Trucks | 10/1/1998 | 84,527 |
| 185 | 39 | 43115 | Street Maintenance Operations | 6243 | 2000 | International Tandem Axle Truck | dump truck | Heavy Trucks | 12/1/1999 | 89,646 |
| 186 | 40 | 43115 | Street Maintenance Operations | 6235 | 1995 | International Oil Distributor Truck | heavy truck | Heavy Trucks | 1/1/1995 | 89,536 |
| 187 | 41 | 43115 | Street Maintenance Operations | 6215 | 1996 | Ford Dump Truck | dump truck | Heavy Trucks | 5/1/1996 | 48,141 |
| 188 | 42 | 43115 | Street Maintenance Operations | 6269 | 2000 | Oshkosh Cummins Snow Plow Trk | dump truck | Heavy Trucks | 2/1/2001 | 131,608 |
| 189 | 43 | 43115 | Street Maintenance Operations | 6584 | 2002 | International Tandum Dump Truck | dump truck | Heavy Trucks | 6/30/2002 | 88,776 |
| 190 | 44 | 43115 | Street Maintenance Operations | 6239 | 1997 | International Dump Truck | dump truck | Heavy Trucks | 6/1/1996 | 83,561 |
| 191 | 45 | 43115 | Street Maintenance Operations | 7225 | 2003 | International Cab And Chassis | dump truck | Heavy Trucks | 5/31/2003 | 94,973 |
| 192 | 46 | 43115 | Street Maintenance Operations | 6583 | 2002 | International Tandum Dump Truck | dump truck | Heavy Trucks | 6/30/2002 | 88,762 |
| 193 | 47 | 43115 | Street Maintenance Operations | 7226 | 2003 | International Cab And Chassis | aerial truck | Heavy Trucks | 5/31/2003 | 94,971 |
| 194 | 48 | 43115 | Street Maintenance Operations | 6248 | 2000 | Sterling Lt8513 Tandem Truck | heavy truck | Heavy Trucks | 3/1/2000 | 76,771 |
| 195 | 49 | 43115 | Street Maintenance Operations | 6582 | 2003 | International Tandum Dump Truck | dump truck | Heavy Trucks | 6/30/2002 | 102,793 |
| 196 | 50 | 43115 | Street Maintenance Operations | 6227 | 1996 | Ford LS 800 Dump Truck | dump truck | Heavy Trucks | 12/1/1995 | 53,360 |
| 197 | 51 | 43115 | Street Maintenance Operations | 6228 | 1996 | Ford LS 800 Dump Truck | dump truck | Heavy Trucks | 12/1/1995 | 53,360 |
| 198 | 52 | 43115 | Street Maintenance Operations | 6216 | 1996 | Ford Dump Truck | dump truck | Heavy Trucks | 5/1/1996 | 48,993 |
| 199 | 61 | 43115 | Street Maintenance Operations | 6028 | 1988 | John Deere 770 Motor Grader | grader | Heavy Equip. | 6/1/1988 | 86,000 |
| 200 | 62 | 43115 | Street Maintenance Operations | 6003 | 1998 | Caterpillar Grader | grader | Heavy Equip. | 5/1/1998 | 177,024 |
| 201 | 63 | 43115 | Street Maintenance Operations | 6027 | 1991 | Dresser 850 Motor Grader | grader | Heavy Equip. | 7/1/1991 | 85,382 |
| 202 | 64 | 43115 | Street Maintenance Operations | 6016 | 1994 | Galion Model #850 Motor Grader | grader | Heavy Equip. | 12/1/1994 | 100,456 |
| 203 | 65 | 43115 | Street Maintenance Operations | 5883 | 1999 | Bobcat Skidsteer | skidsteer loader | Heavy Equip. | 6/1/1999 | 18,058 |
| 204 | 66 | 43115 | Street Maintenance Operations | 5899 | 1993 | Sweepster Leaf Loader | misc. grounds maint. equip. | Grounds Equip. | 12/1/1993 | 17,573 |
| 205 | 67 | 43115 | Street Maintenance Operations | 7142 | 2003 | Elgin Pelican Street Sweeper | street sweeper | Heavy Trucks | 2/28/2003 | 122,987 |
| 206 | 68 | 43115 | Street Maintenance Operations | 5886 | 1997 | Elgin Pelican Street Sweeper | street sweeper | Heavy Trucks | 5/1/1997 | (Null) |
| 207 | 68 | 43115 | Street Maintenance Operations | 10032 | 2007 | Elgin Pelican Street Sweeper | street sweeper | Heavy Trucks | 4/9/2007 | 192,960 |
| 208 | 69 | 43115 | Street Maintenance Operations | 6169 | 1999 | Elgin Crosswind Street Sweeper | street sweeper | Heavy Trucks | 7/1/1999 | 117,805 |
| 209 | 70 | 43115 | Street Maintenance Operations | 6030 | 2000 | Volvo Trackless Backhoe | backhoe/loader | Heavy Equip. | 10/1/2000 | 177,702 |
| 210 | 71 | 43115 | Street Maintenance Operations | 5827 | 2000 | Pelican Street Sweeper | street sweeper | Heavy Trucks | 3/1/2000 | 116,755 |
| 211 | 72 | 43115 | Street Maintenance Operations | 5963 | 1997 | Elgin Pelican Street Sweeper | street sweeper | Heavy Trucks | 5/1/1997 | (Null) |
| 212 | 72 | 43115 | Street Maintenance Operations | 10025 | 2007 | Pelican Street Sweeper | street sweeper | Heavy Trucks | 3/31/2007 | 132,809 |
| 213 | 73 | 43115 | Street Maintenance Operations | 5884 | 1994 | Bomag Drum Roller | roller | Heavy Equip. | 8/1/1994 | 24,655 |
| 214 | 74 | 43115 | Street Maintenance Operations | 6015 | 1990 | Ford Tractor Ldr Backhoe 655C | backhoe/loader | Heavy Equip. | 4/1/1990 | (Null) |
| 215 | 74 | 43115 | Street Maintenance Operations | 10054 | 2007 | John Deere Tractor/Backhoe | farm tractor | Grounds Equip. | 5/31/2007 | 66,321 |
| 216 | 75 | 43115 | Street Maintenance Operations | 7187 | 2003 | Caterpillar Roller Compactor - Model Ps150 | roller | Heavy Equip. | 4/30/2003 | 59,097 |
| 217 | 76 | 43115 | Street Maintenance Operations | 5861 | 1985 | Dynapac CA-15 Self Pro Roller | roller | Heavy Equip. | 9/1/1985 | 46,638 |
| 218 | 76 | 43115 | Street Maintenance Operations | 9323 | 2005 | Bomag Drum Roller | roller | Heavy Equip. | 3/31/2005 | 41,109 |
| 219 | 78 | 43115 | Street Maintenance Operations | 9796 | 2007 | International 7400 SBA 6X4 | dump truck | Heavy Trucks | 5/31/2006 | 163,219 |
| 220 | 79 | 43115 | Street Maintenance Operations | 7124 | 2003 | Freightliner Flusher Truck | flusher truck | Heavy Trucks | 12/29/2002 | 138,361 |

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|------|-------|-------|-------------------------------|------------|----------|--------------------------------------|-----------------------------|-----------------------|------------|---------|
| 221 | 80 | 43115 | Street Maintenance Operations | 6025 | 1978 | Athey Force Feedloader | belt loader | Heavy Equip. | 12/1/1978 | 58,011 |
| 222 | 81 | 43115 | Street Maintenance Operations | 6026 | 1987 | Athey Force Feed Loader | belt loader | Heavy Equip. | 2/1/1987 | 88,357 |
| 223 | 82 | 43115 | Street Maintenance Operations | 6009 | 1986 | Caterpillar 936 Wheel Loader | wheel loader | Heavy Equip. | 5/1/1986 | 67,257 |
| 224 | 83 | 43115 | Street Maintenance Operations | 6018 | 1990 | John Deere 4Wd Loader 444E | backhoe/loader | Heavy Equip. | 6/1/1990 | 49,400 |
| 225 | 84 | 43115 | Street Maintenance Operations | 6017 | 1995 | Hypac Pneumatic Roller | roller | Heavy Equip. | 10/1/1995 | 52,505 |
| 226 | 85 | 43115 | Street Maintenance Operations | 6008 | 1992 | Case 821 & Access Front End Loader | backhoe/loader | Heavy Equip. | 4/1/1992 | 102,035 |
| 227 | 86 | 43115 | Street Maintenance Operations | 6029 | 1992 | Klauer Sno-Go Model Mp-3D | misc. power oper. eqp | Small Equip. | 9/1/1992 | 66,880 |
| 228 | 87 | 43115 | Street Maintenance Operations | 6010 | 1999 | Caterpillar Front End Loader | wheel loader | Heavy Equip. | 2/1/1999 | 127,630 |
| 229 | 88 | 43115 | Street Maintenance Operations | 7166 | 2003 | Caterpillar 938G Front End Loader | wheel loader | Heavy Equip. | 3/31/2003 | 168,740 |
| 230 | 89 | 43115 | Street Maintenance Operations | 9804 | 2006 | Caterpillar Wheel Loader 938 | wheel loader | Heavy Equip. | 6/28/2006 | 184,597 |
| 231 | 90 | 43115 | Street Maintenance Operations | 5888 | 1994 | Ford MDL 2120 Tractor W/Attchmts | farm tractor | Grounds Equip. | 12/1/1994 | 33,853 |
| 232 | 91 | 43115 | Street Maintenance Operations | 9536 | 2006 | Holder -- Tractor Tractor C9.78 | farm tractor | Grounds Equip. | 3/31/2006 | 101,191 |
| 233 | 92 | 43115 | Street Maintenance Operations | 5903 | 2000 | Trackless Sidewalk Machine Mt5 | misc. grounds maint. equip. | Grounds Equip. | 3/1/2000 | 56,510 |
| 234 | 94 | 43115 | Street Maintenance Operations | 10053 | 2007 | Volvo Mini Excavator | excavator | Heavy Equip. | 5/22/2007 | 88,368 |
| 235 | 95 | 43115 | Street Maintenance Operations | 5863 | 1991 | Sullair Portable 250 DPQ Air Compr. | air compressor | Small Equip. | 5/1/1991 | 12,079 |
| 236 | 99 | 43115 | Street Maintenance Operations | 6102 | 1989 | International Tractor Truck | semi-tractor | Heavy Trucks | 9/1/1997 | 37,910 |
| 237 | 100 | 43115 | Street Maintenance Operations | 6272 | 1996 | Trail-Eze 96,100 GVWR Trailer | trailer | Trailers | 5/1/1996 | 38,246 |
| 238 | 103 | 43115 | Street Maintenance Operations | 5895 | 1996 | Minncor Bituminous Trailer | trailer | Trailers | 4/1/1996 | 7,899 |
| 239 | 105 | 43115 | Street Maintenance Operations | 6274 | 1986 | Mn Corr Industry Heated Bit Mix Trlr | trailer | Trailers | 3/1/1986 | 7,580 |
| 240 | 107 | 43115 | Street Maintenance Operations | 6273 | 1993 | Trail King Tandem Trailer | trailer | Trailers | 7/1/1993 | 5,466 |
| 241 | 108 | 43115 | Street Maintenance Operations | 5823 | 1998 | Tracom Dietz Arrow Board/Trailer | misc. power oper. eqp | Small Equip. | 12/1/1998 | 5,030 |
| 242 | 110 | 43115 | Street Maintenance Operations | 6023 | 2001 | Ingersoll Rand P250Wjd Air Compress | air compressor | Small Equip. | 7/1/2001 | 17,882 |
| 243 | 122 | 43115 | Street Maintenance Operations | 6586 | 2002 | Case 850D Dozer | dozer | Heavy Equip. | 7/31/2002 | 94,112 |
| 244 | 128 | 43115 | Street Maintenance Operations | 6001 | 1999 | Bearcat 250D Crack Sealer | misc. power oper. eqp | Small Equip. | 11/1/1999 | 27,836 |
| 245 | 129 | 43115 | Street Maintenance Operations | 6019 | 2001 | Leeboy Paver 8500 | paver | Heavy Equip. | 6/1/2001 | 43,372 |
| 246 | 130 | 43115 | Street Maintenance Operations | 5962 | 1995 | Crafco Model 200 Crack Router | misc. power oper. eqp | Small Equip. | 12/1/1995 | 7,732 |
| 247 | 0517A | 43115 | Street Maintenance Operations | 6177 | 1991 | Ford Ranger Ext Cab Pickup - Spare | pickup | Light Vehicles | 6/1/1991 | 12,582 |
| 248 | 065G | 43115 | Street Maintenance Operations | 6573 | 2002 | Woods Stump Grinder | misc. grounds maint. equip. | Grounds Equip. | 5/30/2002 | 6,220 |
| 249 | 09WS | 43115 | Street Maintenance Operations | 5826 | 1998 | Etnyre Brinemaker | misc. power oper. eqp | Small Equip. | 11/1/1998 | 9,338 |
| 250 | 092S | 43115 | Street Maintenance Operations | 5901 | 2000 | Trackless 50" Snowblower B3 | misc. grounds maint. equip. | Grounds Equip. | 3/1/2000 | 6,252 |
| 251 | 42UC | 43115 | Street Maintenance Operations | 5898 | 2001 | Schmidt Under Body Scraper | misc. grounds maint. equip. | Grounds Equip. | 10/1/2001 | 10,405 |
| 252 | 202 | 43215 | Traffic Operations | 8861 | 2004 | Ford Taurus Se 4Dr Sedan | sedan | Light Vehicles | 3/31/2004 | 13,434 |
| 253 | 203 | 43215 | Traffic Operations | 6209 | 1995 | Dodge Ram 2500 4X2 Pickup | pickup | Light Vehicles | 7/1/1995 | 20,535 |
| 254 | 205 | 43215 | Traffic Operations | 7123 | 2003 | Ford F550 Utility Truck | heavy truck | Heavy Trucks | 12/31/2002 | 78,537 |
| 255 | 206 | 43215 | Traffic Operations | 6031 | 1999 | Caterpillar Forklift | forklift | Industrial Equip. | 12/1/1999 | 17,514 |
| 256 | 210 | 43215 | Traffic Operations | 6174 | 1999 | Ford F350 Pickup | pickup | Light Vehicles | 7/1/1999 | 54,043 |
| 257 | 212 | 43215 | Traffic Operations | 6210 | 1995 | Ford Pickup | pickup | Light Vehicles | 6/1/1995 | 15,308 |
| 258 | 212 | 43215 | Traffic Operations | 9819 | 2006 | Ford Supercab 4X4 Pickup | pickup | Light Vehicles | 7/31/2006 | 19,812 |
| 259 | 215 | 43215 | Traffic Operations | 5853 | 1995 | Powerliner Paint Machine | misc. power oper. eqp | Small Equip. | 6/1/1995 | 7,724 |
| 260 | 220 | 43215 | Traffic Operations | 6262 | 2001 | Dodge Cargo Caravan | minivan | Light Vehicles | 5/1/2001 | 20,171 |
| 261 | 223 | 43215 | Traffic Operations | 6013 | 1989 | Markrite Paint Stripper | misc. power oper. eqp | Small Equip. | 11/1/1989 | 68,600 |
| 262 | 224 | 43215 | Traffic Operations | 6208 | 2001 | Chevrolet S-10 Extended Cab Pickup | pickup | Light Vehicles | 4/1/2001 | 16,919 |
| 263 | 225 | 43215 | Traffic Operations | 6211 | 2001 | Ford F450 4X2 Lift Truck | aerial truck | Heavy Trucks | 2/1/2001 | 51,970 |
| 264 | 235 | 43215 | Traffic Operations | 9844 | 2007 | GMC Canyon Pickup | pickup | Light Vehicles | 11/30/2006 | 18,563 |
| 265 | 1 | 45500 | Administration-Library | 6267 | 1998 | Thomas Bookmobile | misc. power oper. eqp | Small Equip. | 12/1/1997 | 164,594 |
| 266 | 2 | 45500 | Administration-Library | 6103 | 1999 | Dodge Caravan | minivan | Light Vehicles | 4/1/2000 | 16,221 |
| 267 | 936 | 46001 | Park & Rec Admin | 6126 | 2000 | Ford Crown Vic | patrol sedan | Emerg. Light Vehicles | 7/1/2000 | 15,716 |
| 268 | 999 | 46011 | Recreation | 9494 | 2006 | Chevrolet 4X4 Colorado Pickup | pickup | Light Vehicles | 8/31/2005 | 15,355 |
| 269 | 301 | 46031 | Parks | 5815 | 2000 | Aeravator AE80 W/3R Roller Kit | misc. grounds maint. equip. | Grounds Equip. | 3/1/2000 | 7,864 |
| 270 | 304 | 46031 | Parks | 5764 | 1998 | Kromer Utility Vehicle | utility cart | Grounds Equip. | 5/1/1998 | 8,831 |
| 271 | 305 | 46031 | Parks | 9799 | 2006 | Woods HS-105 Mower | mower | Grounds Equip. | 5/31/2006 | 8,557 |
| 272 | 306 | 46031 | Parks | 9798 | 2006 | Steer Loader A300 All Wheel Loader | skidsteer loader | Heavy Equip. | 5/31/2006 | 44,838 |
| 273 | 314 | 46031 | Parks | 7139 | 2003 | Homemade Line Painter | misc. power oper. eqp | Small Equip. | 1/31/2003 | 6,562 |
| 274 | 315 | 46031 | Parks | 7143 | 2003 | Bearcat Artic Cat | misc. power oper. eqp | Small Equip. | 2/28/2003 | 7,153 |
| 275 | 322 | 46031 | Parks | 5875 | 1993 | Land Pride Overseeder | misc. grounds maint. equip. | Grounds Equip. | 9/1/1993 | 7,109 |

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| Line | Veh# | Dept# | Department | Asset/VIN# | Model Yr | Make/Model | Vehicle Class | Vehicle Group | Date Acq | Cost |
|------|------|-------|------------|------------|----------|--------------------------------------|-----------------------------|-------------------|------------|---------|
| 276 | 325 | 46031 | Parks | 8867 | 2004 | Metroturf Comboplane | farm tractor | Grounds Equip. | 4/30/2004 | 5,740 |
| 277 | 326 | 46031 | Parks | 5756 | 2001 | Brush Bandit 250Xp Chipper | chipper | Small Equip. | 3/1/2001 | 16,512 |
| 278 | 331 | 46031 | Parks | 7231 | 2003 | John Deere 72" Mower | mower | Grounds Equip. | 5/31/2003 | 12,248 |
| 279 | 332 | 46031 | Parks | 7234 | 2003 | John Deere 72" Mower | mower | Grounds Equip. | 5/31/2003 | 12,248 |
| 280 | 333 | 46031 | Parks | 7232 | 2003 | John Deere 72" Mower | mower | Grounds Equip. | 5/31/2003 | 16,508 |
| 281 | 336 | 46031 | Parks | 10026 | 2007 | Toro 328-D 2Wd Mower | mower | Grounds Equip. | 3/31/2007 | 17,204 |
| 282 | 337 | 46031 | Parks | 10027 | 2007 | Toro 328-D 2Wd Mower | mower | Grounds Equip. | 3/31/2007 | 19,121 |
| 283 | 350 | 46031 | Parks | 6587 | 2002 | Encore Showmobile Staging | misc. power oper. eqp | Small Equip. | 7/31/2002 | 85,935 |
| 284 | 370 | 46031 | Parks | 5825 | 1981 | Turf-Vac Fm5-Ld Sweeper Vac | misc. grounds maint. equip. | Grounds Equip. | 6/1/1981 | 9,070 |
| 285 | 371 | 46031 | Parks | 10043 | 2007 | John Deere 6X4 Gator | utility cart | Grounds Equip. | 4/30/2007 | 5,320 |
| 286 | 402 | 46031 | Parks | 5957 | 1992 | Mitsubishi FG-15K Forklift-Spare | forklift | Industrial Equip. | 3/1/1992 | 12,550 |
| 287 | 900 | 46031 | Parks | 6118 | 1992 | Chevrolet 1/2 Ton Pickup - Spare | pickup | Light Vehicles | 6/1/1992 | 10,348 |
| 288 | 901 | 46031 | Parks | 7239 | 2003 | GMC 2500 Pickup | pickup | Light Vehicles | 6/30/2003 | 17,045 |
| 289 | 902 | 46031 | Parks | 9454 | 2005 | Chevrolet 1500 Silverado Pickup | pickup | Light Vehicles | 5/31/2005 | 17,452 |
| 290 | 904 | 46031 | Parks | 6110 | 1999 | GMC 4X4 Sonoma | SUV/Suburban | Light Vehicles | 5/1/1999 | 17,487 |
| 291 | 905 | 46031 | Parks | 8869 | 2004 | Chevrolet Ld 1500 Pickup | pickup | Light Vehicles | 4/30/2004 | 14,004 |
| 292 | 906 | 46031 | Parks | 6137 | 2000 | Ford F250 Pickup | pickup | Light Vehicles | 5/1/2000 | 19,099 |
| 293 | 907 | 46031 | Parks | 10057 | 2007 | Chevrolet Chevy 3500 Truck | medium truck | Medium Trucks | 5/31/2007 | 19,671 |
| 294 | 908 | 46031 | Parks | 6571 | 2002 | Ford Ford Pickup | pickup | Light Vehicles | 5/30/2002 | 18,324 |
| 295 | 909 | 46031 | Parks | 9719 | 2006 | Chevrolet Colorado 4X4 Pickup | pickup | Light Vehicles | 4/28/2006 | 20,650 |
| 296 | 911 | 46031 | Parks | 6143 | 1998 | Dodge Ram 1/2 Ton Pickup - Sale | pickup | Light Vehicles | 4/1/1998 | 16,014 |
| 297 | 911 | 46031 | Parks | 10038 | 2007 | Chevrolet 1500 Silverado | pickup | Light Vehicles | 4/30/2007 | 17,292 |
| 298 | 912 | 46031 | Parks | 6106 | 1995 | Chevrolet 1 Ton 4X2 Truck | medium truck | Medium Trucks | 7/1/1995 | 17,106 |
| 299 | 916 | 46031 | Parks | 5766 | 2000 | Pro Gator Utility Vehicle | utility cart | Grounds Equip. | 4/1/2000 | 12,788 |
| 300 | 917 | 46031 | Parks | 7233 | 2003 | John Deere Pro Gator | utility cart | Grounds Equip. | 5/31/2003 | 13,802 |
| 301 | 918 | 46031 | Parks | 5765 | 2000 | Pro Gator Utility Vehicle | utility cart | Grounds Equip. | 4/1/2000 | 12,788 |
| 302 | 919 | 46031 | Parks | 8870 | 2004 | Chevrolet S10 Colorado Pickup | pickup | Light Vehicles | 4/30/2004 | 19,409 |
| 303 | 921 | 46031 | Parks | 5873 | 1998 | John Deere John Deere Tractor | farm tractor | Grounds Equip. | 4/1/1998 | 21,416 |
| 304 | 923 | 46031 | Parks | 5952 | 1995 | John Deere Tractor W/640 Loader 6200 | farm tractor | Grounds Equip. | 7/1/1995 | 31,819 |
| 305 | 924 | 46031 | Parks | 5951 | 1998 | John Deere 4Wd Loader | backhoe/loader | Heavy Equip. | 5/1/1998 | 46,262 |
| 306 | 925 | 46031 | Parks | 6567 | 2002 | John Deere Utility W/Cab | utility cart | Grounds Equip. | 5/30/2002 | 32,254 |
| 307 | 926 | 46031 | Parks | 8810 | 2003 | John Deere 4Wd Tractor/Cab/Loader | backhoe/loader | Heavy Equip. | 12/29/2003 | 37,425 |
| 308 | 927 | 46031 | Parks | 5953 | 2001 | John Deere 310 Loader W/Backhoe | backhoe/loader | Heavy Equip. | 3/1/2001 | 51,646 |
| 309 | 928 | 46031 | Parks | 5751 | 2000 | Toro Groundmaster 72" - 325 D | mower | Grounds Equip. | 3/1/2000 | 15,337 |
| 310 | 931 | 46031 | Parks | 9730 | 2006 | Cushman Turf-Truckster | utility cart | Grounds Equip. | 4/28/2006 | 16,767 |
| 311 | 933 | 46031 | Parks | 9725 | 2006 | Chevrolet Silverado 4X4 | pickup | Light Vehicles | 4/28/2006 | 19,415 |
| 312 | 934 | 46031 | Parks | 6131 | 2000 | Ford F350 Pickup | pickup | Light Vehicles | 5/1/2000 | 21,393 |
| 313 | 937 | 46031 | Parks | 5785 | 1999 | John Deere Turf Utility/Sprayer | utility cart | Grounds Equip. | 3/1/1999 | (Null) |
| 314 | 939 | 46031 | Parks | 7228 | 2003 | Pro Gator John Deere | utility cart | Grounds Equip. | 5/31/2003 | 13,802 |
| 315 | 941 | 46031 | Parks | 6155 | 1999 | GMC Aerial Lift All | aerial truck | Heavy Trucks | 4/1/1999 | 64,305 |
| 316 | 943 | 46031 | Parks | 9455 | 2005 | Jacobsen Bunker Rake | misc. grounds maint. equip. | Grounds Equip. | 5/31/2005 | 10,637 |
| 317 | 945 | 46031 | Parks | 6144 | 1995 | International Chasis/Holan Aerial | aerial truck | Heavy Trucks | 12/1/1994 | 58,394 |
| 318 | 945 | 46031 | Parks | 6563 | 2003 | International Truck W/Mti Lift | aerial truck | Heavy Trucks | 5/30/2002 | 53,837 |
| 319 | 946 | 46031 | Parks | 5836 | 1971 | Vermeer Tree Spade | misc. grounds maint. equip. | Grounds Equip. | 2/1/1971 | 8,712 |
| 320 | 947 | 46031 | Parks | 9366 | 2005 | International Log/Loader Trk | heavy truck | Heavy Trucks | 4/29/2005 | 131,721 |
| 321 | 949 | 46031 | Parks | 9457 | 2005 | Chevrolet 3/4T Plow/Sander Pickup | pickup | Light Vehicles | 5/31/2005 | 27,507 |
| 322 | 950 | 46031 | Parks | 9459 | 2005 | Chevrolet 1T Flatbed Pickup | pickup | Light Vehicles | 5/31/2005 | 27,147 |
| 323 | 951 | 46031 | Parks | 6157 | 1998 | International Dump Truck | dump truck | Heavy Trucks | 11/1/1998 | 48,311 |
| 324 | 952 | 46031 | Parks | 6156 | 2000 | International 4700 Dump Truck | dump truck | Heavy Trucks | 4/1/2000 | 56,380 |
| 325 | 953 | 46031 | Parks | 6585 | 2002 | Sterling Flusher Truck | flusher truck | Heavy Trucks | 6/30/2002 | 88,621 |
| 326 | 954 | 46031 | Parks | 6546 | 2002 | International Chipper Truck | heavy truck | Heavy Trucks | 4/1/2002 | 40,990 |
| 327 | 955 | 46031 | Parks | 7237 | 2003 | Chevrolet S10 Pickup | pickup | Light Vehicles | 5/31/2003 | 15,823 |
| 328 | 957 | 46031 | Parks | 6145 | 2000 | International Garbage Truck | garbage truck | Heavy Trucks | 4/1/2000 | 78,065 |
| 329 | 958 | 46031 | Parks | 7161 | 2003 | Chevrolet 1500 Silverado Pickup | pickup | Light Vehicles | 3/31/2003 | 18,744 |
| 330 | 959 | 46031 | Parks | 7165 | 2003 | Dodge Dakota Club | pickup | Light Vehicles | 3/31/2003 | 18,539 |

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|------|------|-------|---------------------|------------|----------|--|-----------------------------|----------------|-----------|--------|
| 331 | 960 | 46031 | Parks | 6161 | 1996 | Chevrolet Chassis W/Utility Box | utility truck | Light Vehicles | 10/1/1996 | 16,898 |
| 332 | 961 | 46031 | Parks | 6127 | 1996 | Chevrolet Pickup - Spare | pickup | Light Vehicles | 10/1/1996 | 12,307 |
| 333 | 962 | 46031 | Parks | 9473 | 2006 | International Chipper Truck | heavy truck | Heavy Trucks | 6/30/2005 | 74,253 |
| 334 | 965 | 46031 | Parks | 6591 | 2002 | Chevrolet 1T Chassis Truck W/Car Carrier | medium truck | Medium Trucks | 8/30/2002 | 34,965 |
| 335 | 966 | 46031 | Parks | 7238 | 2003 | GMC 2500 Pickup | pickup | Light Vehicles | 6/30/2003 | 13,947 |
| 336 | 968 | 46031 | Parks | 9474 | 2005 | Chevrolet Silverado Pickup W/Utility Box | pickup | Light Vehicles | 6/30/2005 | 25,237 |
| 337 | 970 | 46031 | Parks | 9728 | 2006 | Toro Groundsmaster 580D | mower | Grounds Equip. | 4/28/2006 | 79,434 |
| 338 | 971 | 46031 | Parks | 5769 | 2000 | Toro Groundsmaster 345 2 Wd | mower | Grounds Equip. | 3/1/2000 | 18,101 |
| 339 | 973 | 46031 | Parks | 5730 | 1996 | Toro 52' Goundmaster Mower | mower | Grounds Equip. | 6/1/1996 | 10,112 |
| 340 | 974 | 46031 | Parks | 5768 | 2001 | Toro 580D Groundmaster | mower | Grounds Equip. | 3/1/2001 | (Null) |
| 341 | 974 | 46031 | Parks | 10058 | 2007 | Toro Groundmaster 5800 | mower | Grounds Equip. | 5/31/2007 | 67,060 |
| 342 | 975 | 46031 | Parks | 5780 | 1997 | Jacobsen Turfcut | mower | Grounds Equip. | 4/1/1997 | 10,388 |
| 343 | 976 | 46031 | Parks | 5760 | 1999 | Groundmaster 72" Mower | mower | Grounds Equip. | 2/1/1999 | 11,452 |
| 344 | 980 | 46031 | Parks | 5767 | 2001 | Toro 580D Groundsmaster | mower | Grounds Equip. | 3/1/2001 | (Null) |
| 345 | 980 | 46031 | Parks | 10059 | 2007 | Toro Groundmaster 580-D | mower | Grounds Equip. | 5/31/2007 | 67,060 |
| 346 | 982 | 46031 | Parks | 9724 | 2006 | John Deere 6X4 Gator | utility cart | Grounds Equip. | 4/28/2006 | 8,127 |
| 347 | 989 | 46031 | Parks | 5817 | 1999 | Toro 580D - Mower | mower | Grounds Equip. | 5/1/1999 | 58,575 |
| 348 | 990 | 46031 | Parks | 5948 | 1996 | Ingersoll Rand Air Compressor | air compressor | Small Equip. | 8/1/1996 | 11,828 |
| 349 | 991 | 46031 | Parks | 9729 | 2006 | Toro Groundsmaster 580D | mower | Grounds Equip. | 4/28/2006 | 65,523 |
| 350 | 996 | 46031 | Parks | 5982 | 1993 | Millcreek 75Td Top Dresser/Spreader | misc. grounds maint. equip. | Grounds Equip. | 5/1/1993 | 5,309 |
| 351 | 914A | 46031 | Parks | 6569 | 2002 | Jeep Grand Cherokee | SUV/Suburban | Light Vehicles | 5/30/2002 | 20,532 |
| 352 | 935B | 46031 | Parks | 6134 | 1999 | GMC Truck | heavy truck | Heavy Trucks | 10/1/1998 | 39,159 |
| 353 | 963 | 46031 | Parks | 6129 | 2000 | Chevrolet Silverado 4X4 Spare | pickup | Light Vehicles | 3/1/2000 | 19,248 |
| 354 | 972C | 46031 | Parks | 5754 | 1995 | 72" Groundmasters Cab/Broom For Mower | misc. grounds maint. equip. | Grounds Equip. | 1/1/1995 | 6,458 |
| 355 | 977A | 46031 | Parks | 5761 | 1999 | Groundmaster 72" Mower | mower | Grounds Equip. | 2/1/1999 | 11,452 |
| 356 | 978A | 46031 | Parks | 5762 | 1999 | Groundmaster 72" Mower | mower | Grounds Equip. | 2/1/1999 | 11,452 |
| 357 | 967 | 46032 | Forestry | 9723 | 2006 | John Deere 6X4 Gator | utility cart | Grounds Equip. | 4/28/2006 | 5,465 |
| 358 | 501 | 46151 | Golf Administration | 9731 | 2006 | Toro Workman 3200 | utility cart | Grounds Equip. | 4/28/2006 | 8,927 |
| 359 | 502 | 46151 | Golf Administration | 5812 | 2001 | Toro 455D Groundmaster 10 Ft | mower | Grounds Equip. | 4/1/2001 | 31,251 |
| 360 | 503 | 46151 | Golf Administration | 5752 | 1998 | Workhorse Cart With Cage | utility cart | Grounds Equip. | 7/1/1998 | 6,242 |
| 361 | 505 | 46151 | Golf Administration | 6562 | 2002 | John Deere Utility W/Ball Picker | utility cart | Grounds Equip. | 5/30/2002 | 11,550 |
| 362 | 506 | 46151 | Golf Administration | 5748 | 2001 | Toro Greenmaster 3100 Tee Mower | mower | Grounds Equip. | 4/1/2001 | 18,112 |
| 363 | 507 | 46151 | Golf Administration | 7169 | 2003 | Toro Workman 1100 | utility cart | Grounds Equip. | 3/31/2003 | 7,078 |
| 364 | 508 | 46151 | Golf Administration | 7160 | 2003 | Top Dresser Turfco | misc. grounds maint. equip. | Grounds Equip. | 3/31/2003 | 10,852 |
| 365 | 509 | 46151 | Golf Administration | 8963 | 2004 | Toro Reelmaster | mower | Grounds Equip. | 5/31/2004 | 37,753 |
| 366 | 510 | 46151 | Golf Administration | 7168 | 2003 | Toro Greensmaster 3150 | mower | Grounds Equip. | 3/31/2003 | 21,765 |
| 367 | 511 | 46151 | Golf Administration | 5941 | 1992 | Redexim Bv 105145 Verti-Drain Aerator-Spar | misc. grounds maint. equip. | Grounds Equip. | 5/1/1992 | 17,850 |
| 368 | 515 | 46151 | Golf Administration | 9492 | 2005 | John Deere Core Pulverizer | misc. grounds maint. equip. | Grounds Equip. | 8/31/2005 | 9,570 |
| 369 | 600 | 46151 | Golf Administration | 7167 | 2003 | Toro Workman 3230 | utility cart | Grounds Equip. | 3/31/2003 | 12,414 |
| 370 | 601 | 46151 | Golf Administration | 9371 | 2005 | Toro Greensmaster 3150 | mower | Grounds Equip. | 4/29/2005 | 21,726 |
| 371 | 602 | 46151 | Golf Administration | 9800 | 2006 | John Deere Lastec Model 3682 | misc. grounds maint. equip. | Grounds Equip. | 5/31/2006 | 23,854 |
| 372 | 605 | 46151 | Golf Administration | 5737 | 2000 | Cushman Turf Truckster | utility cart | Grounds Equip. | 3/1/2000 | (Null) |
| 373 | 606 | 46151 | Golf Administration | 9370 | 2005 | Toro Greensmaster 3150 | mower | Grounds Equip. | 4/29/2005 | 21,726 |
| 374 | 607 | 46151 | Golf Administration | 9721 | 2006 | Dakota C-4112 Turf Tender | misc. grounds maint. equip. | Grounds Equip. | 4/28/2006 | 9,372 |
| 375 | 611 | 46151 | Golf Administration | 5940 | 2001 | John Deere 4200 Tractor | farm tractor | Grounds Equip. | 2/1/2001 | 14,231 |
| 376 | 613 | 46151 | Golf Administration | 5810 | 2000 | Toro Greens Aerator | misc. grounds maint. equip. | Grounds Equip. | 4/1/2000 | 8,508 |
| 377 | 614 | 46151 | Golf Administration | 9722 | 2006 | John Deere Tx Gator | utility cart | Grounds Equip. | 4/28/2006 | 5,758 |
| 378 | 615 | 46151 | Golf Administration | 7162 | 2003 | Toro Sand Pro | misc. grounds maint. equip. | Grounds Equip. | 3/31/2003 | 9,114 |
| 379 | 621 | 46151 | Golf Administration | 9374 | 2005 | Toro Greensmaster 4000 | mower | Grounds Equip. | 4/29/2005 | 47,435 |
| 380 | 622 | 46151 | Golf Administration | 9373 | 2005 | Toro Greensmaster 4000 | mower | Grounds Equip. | 4/29/2005 | 44,630 |
| 381 | 623 | 46151 | Golf Administration | 9814 | 2006 | Jacobsen Truckster | utility cart | Grounds Equip. | 6/30/2006 | 12,515 |
| 382 | 624 | 46151 | Golf Administration | 6580 | 2002 | John Deere 2Wd Turf System | farm tractor | Grounds Equip. | 6/30/2002 | 29,820 |
| 383 | 625 | 46151 | Golf Administration | 6579 | 2002 | John Deere 2Wd Turf System | farm tractor | Grounds Equip. | 6/30/2002 | 34,080 |
| 384 | 632 | 46151 | Golf Administration | 5943 | 1997 | Toro Sprayer/Trailer | misc. grounds maint. equip. | Grounds Equip. | 7/1/1997 | 5,959 |
| 385 | 633 | 46151 | Golf Administration | 9493 | 2005 | Toro Mounted Sprayer | misc. grounds maint. equip. | Grounds Equip. | 8/31/2005 | 11,115 |

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|------|------|-------|-------------------------|------------|----------|----------------------------------|-----------------------------|-------------------|------------|--------|
| 386 | 634 | 46151 | Golf Administration | 10039 | 2007 | Ezgo Mpt 1200 G | utility cart | Grounds Equip. | 4/30/2007 | 6,704 |
| 387 | 635 | 46151 | Golf Administration | 10062 | 2007 | Buffalo Blower Blower Hkb3 | misc. power oper. eqp | Small Equip. | 5/31/2007 | 6,643 |
| 388 | 636 | 46151 | Golf Administration | 10063 | 2007 | John Deere Turf Gator | misc. grounds maint. equip. | Grounds Equip. | 5/31/2007 | 7,468 |
| 389 | 637 | 46151 | Golf Administration | 10061 | 2004 | Sand Pro Sand Rake | misc. grounds maint. equip. | Grounds Equip. | 5/31/2007 | 18,133 |
| 390 | 701 | 46151 | Golf Administration | 9727 | 2006 | Toro Workman 3200 | utility cart | Grounds Equip. | 4/28/2006 | 13,717 |
| 391 | 702 | 46151 | Golf Administration | 7178 | 2003 | Toro Workman 3230 | utility cart | Grounds Equip. | 4/30/2003 | 12,649 |
| 392 | 703 | 46151 | Golf Administration | 7235 | 2003 | Toro Multi Pro 1250 Sprayer | misc. grounds maint. equip. | Grounds Equip. | 5/31/2003 | 24,900 |
| 393 | 704 | 46151 | Golf Administration | 5744 | 2001 | Toro Greenmaster 3100 | mower | Grounds Equip. | 4/1/2001 | 17,035 |
| 394 | 705 | 46151 | Golf Administration | 7163 | 2003 | Toro Sand Pro 3020 | misc. grounds maint. equip. | Grounds Equip. | 3/31/2003 | 9,034 |
| 395 | 706 | 46151 | Golf Administration | 6568 | 2002 | John Deere Tractor | farm tractor | Grounds Equip. | 5/30/2002 | 11,846 |
| 396 | 707 | 46151 | Golf Administration | 5944 | 2000 | Toro Topdresser | misc. grounds maint. equip. | Grounds Equip. | 6/1/2000 | 6,699 |
| 397 | 708 | 46151 | Golf Administration | 5942 | 1997 | Toro 7-Gang Fairway Mower | mower | Grounds Equip. | 3/1/1997 | 46,269 |
| 398 | 709 | 46151 | Golf Administration | 5830 | 1999 | Greensmaster Greensmower | mower | Grounds Equip. | 4/1/1999 | 15,953 |
| 399 | 709 | 46151 | Golf Administration | 9540 | 2006 | Toro Toro Greensmaster 3150 | mower | Grounds Equip. | 3/31/2006 | 26,677 |
| 400 | 710 | 46151 | Golf Administration | 9539 | 2006 | Toro Toro Greensmaster 3150 | mower | Grounds Equip. | 3/31/2006 | 22,754 |
| 401 | 713 | 46151 | Golf Administration | 7177 | 2003 | Toro Workman 3230 | utility cart | Grounds Equip. | 4/30/2003 | 12,041 |
| 402 | 714 | 46151 | Golf Administration | 5793 | 1989 | Jacobsen 720E Sweeper | misc. grounds maint. equip. | Grounds Equip. | 5/1/1989 | 5,780 |
| 403 | 720 | 46151 | Golf Administration | 9372 | 2005 | Toro Greensmaster 4000 | mower | Grounds Equip. | 4/29/2005 | 45,056 |
| 404 | 730 | 46151 | Golf Administration | 7170 | 2003 | Toro Groundmaster 4000-D | mower | Grounds Equip. | 3/31/2003 | 38,586 |
| 405 | 731 | 46151 | Golf Administration | 6564 | 2002 | Toro Greenmaster | mower | Grounds Equip. | 5/30/2002 | 23,663 |
| 406 | 732 | 46151 | Golf Administration | 9538 | 2006 | Toro Workman 2110 2Wd | utility cart | Grounds Equip. | 3/31/2006 | 7,815 |
| 407 | 801 | 46151 | Golf Administration | 8970 | 2004 | Dodge Ram 250 2X2 | pickup | Light Vehicles | 6/30/2004 | 19,277 |
| 408 | 802 | 46151 | Golf Administration | 5939 | 1993 | Ford 1520 Tractor/Loader | farm tractor | Grounds Equip. | 4/1/1993 | (Null) |
| 409 | 802 | 46151 | Golf Administration | 10042 | 2007 | New Holland Tractor/Loader | backhoe/loader | Heavy Equip. | 4/30/2007 | 14,236 |
| 410 | 803 | 46151 | Golf Administration | 8736 | 2003 | Tractor New Holland | farm tractor | Grounds Equip. | 10/31/2003 | 21,340 |
| 411 | 804 | 46151 | Golf Administration | 8985 | 2005 | Cushman 4W Gas Truckster | utility cart | Grounds Equip. | 9/30/2004 | 12,314 |
| 412 | 805 | 46151 | Golf Administration | 5743 | 1999 | Toro Groundmaster | mower | Grounds Equip. | 7/1/1999 | 9,489 |
| 413 | 806 | 46151 | Golf Administration | 9369 | 2005 | Toro Greensmaster 3150 | mower | Grounds Equip. | 4/29/2005 | 21,202 |
| 414 | 807 | 46151 | Golf Administration | 9542 | 2006 | Toro Groundsmaster 4000D | mower | Grounds Equip. | 3/31/2006 | 35,689 |
| 415 | 808 | 46151 | Golf Administration | 7172 | 2003 | Toro Workman 3230 | utility cart | Grounds Equip. | 3/31/2003 | 10,512 |
| 416 | 809 | 46151 | Golf Administration | 5813 | 1995 | Toro - Olathe Turf Sweeper | misc. grounds maint. equip. | Grounds Equip. | 5/1/1995 | 7,505 |
| 417 | 811 | 46151 | Golf Administration | 5740 | 1999 | Smithco Sand Rake | misc. grounds maint. equip. | Grounds Equip. | 5/1/1999 | 7,629 |
| 418 | 811 | 46151 | Golf Administration | 8960 | 2004 | Toro Sandpro Sanrake | misc. grounds maint. equip. | Grounds Equip. | 5/31/2004 | 11,140 |
| 419 | 814 | 46151 | Golf Administration | 9541 | 2006 | Toro Toro Greensmaster 3150 | mower | Grounds Equip. | 3/31/2006 | 25,231 |
| 420 | 817 | 46151 | Golf Administration | 7171 | 2003 | Multi Pro 1250 Sprayer | misc. grounds maint. equip. | Grounds Equip. | 3/31/2003 | 24,900 |
| 421 | 819 | 46151 | Golf Administration | 7173 | 2003 | Toro Groundmaster 4000-D | mower | Grounds Equip. | 3/31/2003 | 38,587 |
| 422 | 821 | 46151 | Golf Administration | 5727 | 1988 | Toro Refurbished 1997 | utility cart | Grounds Equip. | 5/1/1988 | 6,159 |
| 423 | 822 | 46151 | Golf Administration | 6566 | 2002 | Toro Greenmaster | mower | Grounds Equip. | 5/30/2002 | 15,373 |
| 424 | 823 | 46151 | Golf Administration | 5726 | 1987 | Toro Refurbish 1997 Truckster | utility cart | Grounds Equip. | 5/1/1987 | 5,320 |
| 425 | 825 | 46151 | Golf Administration | 9537 | 2006 | Toro Groundsmaster 4700D | mower | Grounds Equip. | 3/31/2006 | 44,245 |
| 426 | 832 | 46151 | Golf Administration | 7227 | 2003 | Terra Spike Wiedenmann | misc. grounds maint. equip. | Grounds Equip. | 5/31/2003 | 15,157 |
| 427 | 907 | 46151 | Golf Administration | 6133 | 1997 | GMC 1 T Flatbed Truck | flatbed truck | Heavy Trucks | 8/1/1997 | 18,773 |
| 428 | 604A | 46151 | Golf Administration | 6575 | 2002 | Toro Greenmaster | mower | Grounds Equip. | 5/30/2002 | 23,215 |
| 429 | 102 | 46201 | Graham Arena | 5946 | 1998 | Olympia Ice Resurfacer 2000 | ice resurfacer | Heavy Trucks | 3/1/1998 | 40,159 |
| 430 | 103 | 46201 | Graham Arena | 7122 | 2002 | Olympia Ice Resurfacer | ice resurfacer | Heavy Trucks | 11/30/2002 | 39,618 |
| 431 | 104 | 46201 | Graham Arena | 5753 | 1987 | Zamboni 500 Ice Resurfacer | ice resurfacer | Heavy Trucks | 11/1/1997 | 12,000 |
| 432 | 202 | 46201 | Graham Arena | 5872 | 1999 | Genie Personnel Lift | scissor lift | Industrial Equip. | 3/1/1999 | 5,009 |
| 433 | 300 | 46201 | Graham Arena | 5814 | 2000 | Advance Floor Scrubber-32Lx | floor sweeper/scrubber | Industrial Equip. | 5/1/2000 | 6,620 |
| 434 | 301 | 46201 | Graham Arena | 6572 | 2002 | Chevrolet Pickup | pickup | Light Vehicles | 5/30/2002 | 17,551 |
| 435 | 404 | 46253 | MCC Building Operations | 5999 | 2000 | Mitsubishi 186T-55 Forklift | forklift | Industrial Equip. | 3/1/2000 | 16,675 |
| 436 | 408 | 46253 | MCC Building Operations | 5958 | 1999 | Skyjack Scissor Lift | scissor lift | Industrial Equip. | 12/1/1999 | 21,566 |
| 437 | 409 | 46253 | MCC Building Operations | 5859 | 2000 | Taylor Dunn Mx600 Utlty Tow Cart | utility cart | Grounds Equip. | 3/1/2000 | 5,104 |
| 438 | 410 | 46253 | MCC Building Operations | 5772 | 2000 | Hillyard Floor Scrubber - Spare | floor sweeper/scrubber | Industrial Equip. | 4/1/2000 | 6,120 |
| 439 | 411 | 46253 | MCC Building Operations | 5839 | 2001 | Tennant 6100 Rider Sweeper | floor sweeper/scrubber | Industrial Equip. | 5/1/2001 | 10,073 |
| 440 | 412 | 46253 | MCC Building Operations | 5838 | 2001 | Tennant 7100 Rider Scrubber | floor sweeper/scrubber | Industrial Equip. | 4/1/2001 | 11,981 |

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|------|------|-------|--------------------------------|------------|----------|-------------------------------------|------------------------|-------------------|------------|---------|
| 441 | 413 | 46253 | MCC Building Operations | 8847 | 2004 | Tennent Floor Burnisher | floor sweeper/scrubber | Industrial Equip. | 2/29/2004 | 5,518 |
| 442 | 414 | 46253 | MCC Building Operations | 9532 | 2006 | Toyota Lift Pallet Jack | forklift | Industrial Equip. | 3/31/2006 | 5,053 |
| 443 | 415 | 46253 | MCC Building Operations | 8969 | 2005 | Mitsubishi FG 15K-Lp Forklift | forklift | Industrial Equip. | 6/30/2004 | 16,183 |
| 444 | 416 | 46253 | MCC Building Operations | 9375 | 2005 | Tennant Floor Scrubber | floor sweeper/scrubber | Industrial Equip. | 4/29/2005 | 8,317 |
| 445 | 417 | 46253 | MCC Building Operations | 9531 | 2006 | Taylor Dunn Step Saver | utility cart | Grounds Equip. | 3/31/2006 | 5,107 |
| 446 | 418 | 46253 | MCC Building Operations | 10041 | 2007 | TNT Sweeper | floor sweeper/scrubber | Industrial Equip. | 4/30/2007 | 12,489 |
| 447 | 419 | 46253 | MCC Building Operations | 10040 | 2007 | TNT Scrubber | floor sweeper/scrubber | Industrial Equip. | 4/30/2007 | 14,825 |
| 448 | 911 | 46253 | MCC Building Operations | 8974 | 1999 | Chevrolet 2X2 Pickup | pickup | Light Vehicles | 7/31/2004 | 5,050 |
| 449 | 100 | 46301 | National Volleyball Center | 5798 | 2000 | Hillyard Floor Scrubber/Buffer | floor sweeper/scrubber | Industrial Equip. | 2/1/2000 | 10,347 |
| 450 | 202 | 46351 | Recreation Center | 6005 | 1985 | Genie Personnel Lift - Spare | scissor lift | Industrial Equip. | 2/1/1985 | 5,287 |
| 451 | 203 | 46351 | Recreation Center | 5956 | 1997 | Olympia Ice Resurfacer | ice resurfacer | Heavy Trucks | 6/1/1997 | 41,223 |
| 452 | 227 | 46351 | Recreation Center | 9497 | 2006 | Genie Scissor Lift | scissor lift | Industrial Equip. | 10/31/2005 | 10,490 |
| 453 | 902A | 46351 | Recreation Center | 6130 | 1996 | Dodge Pickup | pickup | Light Vehicles | 6/1/1996 | 16,092 |
| 454 | 216 | 49401 | Parking Administration | 7112 | 2002 | Madvac Madvac | floor sweeper/scrubber | Industrial Equip. | 9/30/2002 | 82,447 |
| 455 | 209 | 49402 | Parking Ramp Operations | 6263 | 1996 | Plymouth Voyager Mini-Van | minivan | Light Vehicles | 5/1/1996 | 14,364 |
| 456 | 217 | 49402 | Parking Ramp Operations | 5961 | 1992 | Tennant 385 Sweeper | floor sweeper/scrubber | Industrial Equip. | 12/1/1992 | 25,736 |
| 457 | 226 | 49402 | Parking Ramp Operations | 5960 | 2001 | John Deere 6X4 Gator | utility cart | Grounds Equip. | 3/1/2001 | 13,275 |
| 458 | 234 | 49402 | Parking Ramp Operations | 6574 | 2002 | Steiner Tractor W/Broom | floor sweeper/scrubber | Industrial Equip. | 5/30/2002 | 15,232 |
| 459 | 204 | 49404 | Parking StreetMeter Operations | 6207 | 1997 | Chevrolet Pickup (Lp Fuel) | pickup | Light Vehicles | 8/1/1997 | 16,508 |
| 460 | 301 | 49611 | Sewer Collection | 6252 | 1994 | International 4900 W Vacall E5100 | vacuum truck | Heavy Trucks | 10/1/1993 | 91,136 |
| 461 | 302 | 49611 | Sewer Collection | 6251 | 1998 | International Truck | dump truck | Heavy Trucks | 11/1/1997 | 95,988 |
| 462 | 303 | 49611 | Sewer Collection | 6270 | 1982 | GMC Step Van | step van | Medium Trucks | 4/1/1989 | 13,120 |
| 463 | 311 | 49611 | Sewer Collection | 6249 | 1992 | Chevrolet 1 Ton Truck | pickup | Light Vehicles | 6/1/1992 | 18,036 |
| 464 | 312 | 49611 | Sewer Collection | 6160 | 2000 | International Dump Truck & Rodder | dump truck | Heavy Trucks | 8/1/2000 | 121,153 |
| 465 | 313 | 49611 | Sewer Collection | 5927 | 1964 | Flexible Sew Bkt W/ Truck Lodr | aerial truck | Heavy Trucks | 12/1/1963 | 9,345 |
| 466 | 314 | 49611 | Sewer Collection | 6283 | 1990 | Cleaver-Brooks Trailer Mtd Boiler | misc. power oper. eqp | Small Equip. | 5/1/1991 | 24,255 |
| 467 | 315 | 49611 | Sewer Collection | 5932 | 1994 | Sullair # 250 Air Compressor | air compressor | Small Equip. | 12/1/1994 | 12,849 |
| 468 | 322 | 49611 | Sewer Collection | 6589 | 2003 | International Rodder Truck | rodder truck | Heavy Trucks | 8/30/2002 | 98,454 |
| 469 | 324 | 49611 | Sewer Collection | 6250 | 1999 | Ford F350 Pickup | pickup | Light Vehicles | 12/1/1999 | 37,057 |
| 470 | 326 | 49611 | Sewer Collection | 6170 | 1996 | Ford Pickup | pickup | Light Vehicles | 7/1/1996 | 23,363 |
| 471 | 330 | 49631 | Water Reclamation Plant | 6172 | 1999 | Ford F250 4X4 | pickup | Light Vehicles | 3/1/1999 | 23,022 |
| 472 | 331 | 49631 | Water Reclamation Plant | 9495 | 2006 | Chevrolet 1500 4X2 Silverado Pickup | pickup | Light Vehicles | 9/30/2005 | 14,008 |
| 473 | 332 | 49631 | Water Reclamation Plant | 6021 | 1991 | Clark Gcs-12-Lp Forklift | forklift | Industrial Equip. | 9/1/1991 | 17,800 |
| 474 | 333 | 49631 | Water Reclamation Plant | 5828 | 1992 | Toro 345 72" Groundmaster | mower | Grounds Equip. | 6/1/1992 | 9,046 |
| 475 | 334 | 49631 | Water Reclamation Plant | 6255 | 1985 | International Model 1754 Dump Truck | dump truck | Heavy Trucks | 8/1/1985 | 28,414 |
| 476 | 335 | 49631 | Water Reclamation Plant | 5936 | 2000 | Bobcat Skid Steer Loader | skidsteer loader | Heavy Equip. | 9/1/2000 | 17,987 |
| 477 | 336 | 49631 | Water Reclamation Plant | 6183 | 1989 | Stuart 6000 Gal Trailer | tank trailer | Trailers | 6/1/1989 | 39,789 |
| 478 | 337 | 49631 | Water Reclamation Plant | 6260 | 1991 | Walker Transport 6,000 Gal Trailer | tank trailer | Trailers | 11/1/1991 | 35,779 |
| 479 | 338 | 49631 | Water Reclamation Plant | 6254 | 1998 | Freightliner Truck | heavy truck | Heavy Trucks | 9/1/1997 | 32,089 |
| 480 | 339 | 49631 | Water Reclamation Plant | 5933 | 1994 | Ag-Chem Terra Gator 2505 | specialty farm eqp | Heavy Equip. | 7/1/1994 | 174,613 |
| 481 | 340 | 49631 | Water Reclamation Plant | 6256 | 1991 | International Semi-Tractor | semi-tractor | Heavy Trucks | 5/1/1991 | 46,360 |
| 482 | 341 | 49631 | Water Reclamation Plant | 5935 | 2001 | Ag-Chem Terra Gator 9105 | specialty farm eqp | Heavy Equip. | 10/1/2001 | 215,429 |
| 483 | 342 | 49631 | Water Reclamation Plant | 5934 | 1995 | Ag-Chem Terra Gator 2505 | specialty farm eqp | Heavy Equip. | 7/1/1995 | 171,999 |
| 484 | 343 | 49631 | Water Reclamation Plant | 6257 | 1980 | Progress 5800G Trailer | tank trailer | Trailers | 2/1/1981 | 29,133 |
| 485 | 344 | 49631 | Water Reclamation Plant | 6258 | 1980 | Progress 5800G Trailer | tank trailer | Trailers | 2/1/1981 | 29,133 |
| 486 | 345 | 49631 | Water Reclamation Plant | 5937 | 2000 | Gorman Rupp Portable Sewage Pump | misc. power oper. eqp | Small Equip. | 11/1/2000 | 20,563 |
| 487 | 346 | 49631 | Water Reclamation Plant | 5802 | 1998 | John Deere Tractor Mower/Blower-Cab | farm tractor | Grounds Equip. | 2/1/1998 | 10,964 |
| 488 | 347 | 49631 | Water Reclamation Plant | 6173 | 2001 | International Cab & Chassis | heavy truck | Heavy Trucks | 7/1/2001 | 62,574 |
| 489 | 348 | 49631 | Water Reclamation Plant | 9529 | 2006 | E-Z-Go Utility Cart | utility cart | Grounds Equip. | 2/28/2006 | 6,385 |
| 490 | 349 | 49631 | Water Reclamation Plant | 6259 | 1998 | Stuart 6000 Tank/Trailer | tank trailer | Trailers | 11/1/1998 | 45,792 |
| 491 | 350 | 49631 | Water Reclamation Plant | 9527 | 2006 | E-Z-Go Utility Cart | utility cart | Grounds Equip. | 2/28/2006 | 6,385 |
| 492 | 352 | 49631 | Water Reclamation Plant | 5870 | 1999 | Cummins Diesel Generator & Trailer | generator | Small Equip. | 12/1/1999 | 26,235 |
| 493 | 353 | 49631 | Water Reclamation Plant | 6171 | 2001 | Chevrolet 3/4T Pickup | pickup | Light Vehicles | 5/1/2001 | 31,006 |
| 494 | 354 | 49631 | Water Reclamation Plant | 6590 | 2003 | Ego Utility Cart | utility cart | Grounds Equip. | 8/30/2002 | 5,009 |
| 495 | 355 | 49631 | Water Reclamation Plant | 9526 | 2006 | E-Z-Go Utility Cart | utility cart | Grounds Equip. | 2/28/2006 | 6,385 |

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| Line | Veh# | Dept# | Department | Asset/VIN# | Model Yr | Make/Model | Vehicle Class | Vehicle Group | Date Acq | Cost |
|------|------|-------|------------------------|----------------|----------|------------------------------|------------------|--------------------|----------|---------|
| 496 | 533 | 49650 | Storm Water Management | 6166 | 2001 | Chevrolet S-10 Extended Cab | pickup | Light Vehicles | 4/1/2001 | 15,781 |
| 497 | 1 | | Transit | 2B1249874K6005 | 1989 | B.I.A. -ORION II | demand route bus | Transit Demand Bus | 10-31-89 | 143,519 |
| 498 | 6 | | Transit | 1VH2B5D29Y620 | 2000 | B.I.A. -ORION II | demand route bus | Transit Demand Bus | 10/09/00 | 223,779 |
| 499 | 7 | | Transit | 1VH2B5D29Y620 | 2000 | B.I.A. -ORION II | demand route bus | Transit Demand Bus | 10/09/00 | 223,779 |
| 500 | 8 | | Transit | 1VH2B5D231620 | 2001 | B.I.A. -ORION II | demand route bus | Transit Demand Bus | 08/23/01 | 214,296 |
| 501 | 9 | | Transit | 1VH2B5D251620 | 2001 | B.I.A. -ORION II | demand route bus | Transit Demand Bus | 08/23/01 | 214,296 |
| 502 | 211 | | Transit | 15GCD2011S1081 | 1995 | GILLIG PHANTOM | fixed route bus | Transit Bus | 06-06-95 | 225,837 |
| 503 | 212 | | Transit | 15GCD2012S1081 | 1995 | GILLIG PHANTOM | fixed route bus | Transit Bus | 06-06-95 | 225,837 |
| 504 | 213 | | Transit | 15GCD2014S1081 | 1995 | GILLIG PHANTOM | fixed route bus | Transit Bus | 06-06-95 | 225,837 |
| 505 | 214 | | Transit | 15GGB221XX107 | 1999 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 07/09/99 | 257,463 |
| 506 | 215 | | Transit | 15GGB2211X107 | 1999 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 07/09/99 | 257,463 |
| 507 | 216 | | Transit | 15GGB2213X107 | 1999 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 07/09/99 | 257,463 |
| 508 | 217 | | Transit | 15GGB2215X107 | 1999 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 07/09/99 | 257,463 |
| 509 | 218 | | Transit | 15GGB2211Y107 | 2000 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 04/17/00 | 257,468 |
| 510 | 219 | | Transit | 15GGB2213Y107 | 2000 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 04/17/00 | 257,468 |
| 511 | 220 | | Transit | 15GGB2215Y107 | 2000 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 04/17/00 | 257,468 |
| 512 | 221 | | Transit | 15GGB2211Y107 | 2000 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 04/17/00 | 257,468 |
| 513 | 222 | | Transit | 15GGD27133107 | 2003 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/13/03 | 271,788 |
| 514 | 223 | | Transit | 15GGD27153107 | 2003 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/13/03 | 271,788 |
| 515 | 224 | | Transit | 15GGD27173107 | 2003 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/13/03 | 271,788 |
| 516 | 225 | | Transit | 15GGD27193107 | 2003 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/13/03 | 271,788 |
| 517 | 226 | | Transit | 15GGD27103107 | 2003 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/13/03 | 271,788 |
| 518 | 227 | | Transit | 15GGD27123107 | 2003 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/13/03 | 271,788 |
| 519 | 228 | | Transit | 15GGD27193107 | 2003 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/13/03 | 271,788 |
| 520 | 229 | | Transit | 15GGD27103107 | 2003 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/13/03 | 271,788 |
| 521 | 230 | | Transit | 15GGD291X4107 | 2004 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/02/04 | 278,460 |
| 522 | 231 | | Transit | 15GGD29114107 | 2004 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/02/04 | 278,460 |
| 523 | 232 | | Transit | 15GGD29134107 | 2004 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/02/04 | 278,460 |
| 524 | 233 | | Transit | 15GGD29154107 | 2004 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/02/04 | 278,460 |
| 525 | 234 | | Transit | 15GGD29174107 | 2004 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/02/04 | 278,460 |
| 526 | 235 | | Transit | 15GGD29194107 | 2004 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/02/04 | 278,460 |
| 527 | 236 | | Transit | 15GGD29155107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/23/05 | 280,096 |
| 528 | 237 | | Transit | 15GGD29175107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/23/05 | 280,096 |
| 529 | 238 | | Transit | 15GGD29135107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 03/03/05 | 280,096 |
| 530 | 239 | | Transit | 15GGD29155107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/23/05 | 280,096 |
| 531 | 240 | | Transit | 15GGD29175107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/23/05 | 280,096 |
| 532 | 241 | | Transit | 15GGD29195107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 02/23/05 | 280,096 |
| 533 | 242 | | Transit | 15GGD29135107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 08/23/05 | 288,223 |
| 534 | 243 | | Transit | 15GGD29155107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 08/23/05 | 288,223 |
| 535 | 244 | | Transit | 15GGD29175107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 08/23/05 | 288,223 |
| 536 | 245 | | Transit | 15GGD29195107 | 2005 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 08/23/05 | 288,223 |
| 537 | 246 | | Transit | 15GGD291X1076 | 2007 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 04/27/07 | 299,903 |
| 538 | 247 | | Transit | 15GGD29117107 | 2007 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 04/27/07 | 299,903 |
| 539 | 248 | | Transit | 15GGD29137107 | 2007 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 04/27/07 | 299,903 |
| 540 | 249 | | Transit | 15GGD29157107 | 2007 | GILLIG LOW FLOOR | fixed route bus | Transit Bus | 04/27/07 | 299,903 |
| 541 | V100 | | RPU | 7000243 | 1995 | GMC 3500 Hd W/Flatbed And Cr | flatbed truck | Heavy Trucks | | |
| 542 | V102 | | RPU | 7000245 | 1994 | Ford Lts 9000 W/Digger Derri | digger derrick | Heavy Trucks | | |
| 543 | V103 | | RPU | 7000246 | 1995 | Ford Lts 9000 Tandem Dump Tr | dump truck | Heavy Trucks | | |
| 544 | V106 | | RPU | 7000249 | 1995 | Ford Lts 9000 Tandem Dump Tr | dump truck | Heavy Trucks | | |
| 545 | V110 | | RPU | 7000254 | 1997 | Chevy Aeromaster Step Van | step van | Medium Trucks | | |
| 546 | V113 | | RPU | 7000257 | 1996 | Chevrolet Ck1500 1/2 Ton Pic | pickup | Light Vehicles | | |
| 547 | V114 | | RPU | 7000258 | 1996 | Chevrolet Ck1500 1/2 Ton Pic | pickup | Light Vehicles | | |
| 548 | V115 | | RPU | 7000259 | 1997 | Chevy Ck2500 3/4 Ton Pickup | pickup | Light Vehicles | | |
| 549 | V116 | | RPU | 7000260 | 1998 | Ford L8501 W/Aerial Device | aerial truck | Heavy Trucks | | |
| 550 | V117 | | RPU | 7000261 | 1997 | Ford F-Super Duty 4X2 Flateb | flatbed truck | Heavy Trucks | | |

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FLEET INVENTORY LISTING

| Line | Veh# | Dept# | Department | Asset/VIN# | Model Yr | Make/Model | Vehicle Class | Vehicle Group | Date Acq | Cost |
|------|------|-------|------------|------------|----------|--------------------------------|----------------|----------------|----------|------|
| 551 | V118 | | RPU | 7000262 | 1997 | Ford F-350 4X4 Flatbed Truck | flatbed truck | Heavy Trucks | | |
| 552 | V119 | | RPU | 7000263 | 1998 | Chevy 3/4 Ton Pickup | pickup | Light Vehicles | | |
| 553 | V120 | | RPU | 7000264 | 1996 | Oldsmobile Ciera SI | sedan | Light Vehicles | | |
| 554 | V121 | | RPU | 7000265 | 1998 | Jeep Cherokee Se | SUV/Suburban | Light Vehicles | | |
| 555 | V123 | | RPU | 7000267 | 1998 | Chevrolet Astro Van | minivan | Light Vehicles | | |
| 556 | V124 | | RPU | 7000268 | 1999 | GMC Truck (Flatbed) | flatbed truck | Heavy Trucks | | |
| 557 | V125 | | RPU | 7000269 | 1999 | GMC Truck (Dump Body/Hoist) | dump truck | Heavy Trucks | | |
| 558 | V126 | | RPU | 7000270 | 1999 | GMC Truck (Clam Truck) | heavy truck | Heavy Trucks | | |
| 559 | V127 | | RPU | 7000271 | 2000 | Freightliner 4X4 W/ Digger D | digger derrick | Heavy Trucks | | |
| 560 | V129 | | RPU | 7000273 | 1999 | GMC Sierra K1500 Ext Cab | pickup | Light Vehicles | | |
| 561 | V130 | | RPU | 7000274 | 1999 | GMC Sierra K1500 Ext Cab | pickup | Light Vehicles | | |
| 562 | V131 | | RPU | 7000275 | 1999 | GMC Sierra K2500 Pickup | pickup | Light Vehicles | | |
| 563 | V132 | | RPU | 7000276 | 1999 | GMC Sierra K2500 Pickup | pickup | Light Vehicles | | |
| 564 | V133 | | RPU | 7000277 | 1999 | Ford F450 W/Aluminum Utility | utility truck | Light Vehicles | | |
| 565 | V134 | | RPU | 7000278 | 1999 | Ford F450 W/Fiberglass Utili | utility truck | Light Vehicles | | |
| 566 | V135 | | RPU | 7000279 | 1999 | Ford Taurus Station Wagon | wagon | Light Vehicles | | |
| 567 | V136 | | RPU | 7000280 | 2000 | Sterling L7500 W/Aerial Boom | aerial truck | Heavy Trucks | | |
| 568 | V137 | | RPU | 7000281 | 2000 | Chevrolet Impala | sedan | Light Vehicles | | |
| 569 | V138 | | RPU | 7000282 | 2000 | Chev Silverado, 4X4, Standar | pickup | Light Vehicles | | |
| 570 | V139 | | RPU | 7000283 | 2000 | Chev Silverado 4X4 Ext Cab, | pickup | Light Vehicles | | |
| 571 | V140 | | RPU | 7000284 | 2000 | Chev Silverado Ls 4X4 Ext Ca | pickup | Light Vehicles | | |
| 572 | V141 | | RPU | 7000285 | 2000 | Chev Silverado 4X2 Standard, | pickup | Light Vehicles | | |
| 573 | V142 | | RPU | 7000286 | 2000 | Chevrolet 3500 4X4 Dump Truc | dump truck | Heavy Trucks | | |
| 574 | V18 | | RPU | 7000287 | 1992 | International 4900 Dump Truck | dump truck | Heavy Trucks | | |
| 575 | V41 | | RPU | 7000298 | 1988 | Ford F350 1 Ton W/Duals, Top | pickup | Light Vehicles | | |
| 576 | V45 | | RPU | 7000301 | 1990 | Ford E250 Cargo Van | van | Light Vehicles | | |
| 577 | V5 | | RPU | 7000304 | 1991 | International W/Digger Derrick | digger derrick | Heavy Trucks | | |
| 578 | V50 | | RPU | 7000305 | 1981 | International Flatbed Truck | flatbed truck | Heavy Trucks | | |
| 579 | V62 | | RPU | 7000312 | 1992 | International W/Digger Derric | digger derrick | Heavy Trucks | | |
| 580 | V80 | | RPU | 7000322 | 1993 | Chevy 3/4 Ton Pickup W/Tommy | pickup | Light Vehicles | | |
| 581 | V143 | | RPU | 7000326 | 2001 | Ford F-550 W/40' Boom | aerial truck | Heavy Trucks | | |
| 582 | V144 | | RPU | 7000327 | 2001 | Chevy 3/4 Ton 4X4 With Body | pickup | Light Vehicles | | |
| 583 | V145 | | RPU | 7000328 | 2001 | Chev 3/4 4Wd Diesel Pu W/Bod | pickup | Light Vehicles | | |
| 584 | V146 | | RPU | 7000341 | 2003 | Telelect 5700m Sterling C&C | aerial truck | Heavy Trucks | | |
| 585 | V147 | | RPU | 7000342 | 2003 | Ford Aeromaster W/Utili Body | utility truck | Light Vehicles | | |
| 586 | V148 | | RPU | 7000343 | 2002 | Chev 3/4T 4Wd Pu W/Body | pickup | Light Vehicles | | |
| 587 | V149 | | RPU | 7000344 | 2002 | Chev Express Cargo Van | van | Light Vehicles | | |
| 588 | V150 | | RPU | 7000345 | 2003 | Mack Dump Truck | dump truck | Heavy Trucks | | |
| 589 | V151 | | RPU | 7000346 | 2002 | Chev 1/2 Ton 4X4 Std Cab/Box | pickup | Light Vehicles | | |
| 590 | V152 | | RPU | 7000347 | 2002 | Ford F450 Flatbed W/ Crane | flatbed truck | Heavy Trucks | | |
| 591 | V153 | | RPU | 7000348 | 2002 | Chev 3/4 Ton 4X4 W Util Body | pickup | Light Vehicles | | |
| 592 | V156 | | RPU | 7000354 | 2002 | Chev 1500 1/2T 4X4 Ext Cab | pickup | Light Vehicles | | |
| 593 | V157 | | RPU | 7000355 | 2002 | Chev 1500 1/2T 4X4 Std Cab | pickup | Light Vehicles | | |
| 594 | V158 | | RPU | 7000364 | 2003 | Chev 3/4T 4X2 Std Cab Pickup | pickup | Light Vehicles | | |
| 595 | V159 | | RPU | 7000365 | 2003 | Chev 3500 1T 2Wd W/Flatbed | flatbed truck | Heavy Trucks | | |
| 596 | V160 | | RPU | 7000366 | | Chev 3500 1 Ton 4Wd Reg Cab | pickup | Light Vehicles | | |
| 597 | V161 | | RPU | 7000367 | 2003 | Chev 1/2T Ext Cab 4Wd | pickup | Light Vehicles | | |
| 598 | V162 | | RPU | 7000368 | 2003 | Chev Express Cargo Van | van | Light Vehicles | | |
| 599 | V163 | | RPU | 7000369 | 2003 | Chev 3/4T Reg Cab 4Wd | pickup | Light Vehicles | | |
| 600 | V164 | | RPU | 7000370 | 2004 | Intl 4X4 W/ Altec Digger | digger derrick | Heavy Trucks | | |
| 601 | V165 | | RPU | 7000373 | 2003 | Chev Express Cargo Van | van | Light Vehicles | | |
| 602 | V166 | | RPU | 7000380 | 2003 | Chev Express Cargo Van | van | Light Vehicles | | |
| 603 | V167 | | RPU | 7000387 | 2004 | Chev 1/2 Ton 4Wd Std Cab | pickup | Light Vehicles | | |
| 604 | V168 | | RPU | 7000388 | 2004 | Chevrolet Impala | sedan | Light Vehicles | | |
| 605 | V169 | | RPU | 7000389 | 2005 | Int'L Tndm W/ 55' Altec Boom | aerial truck | Heavy Trucks | | |

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| Line | Veh# | Dept# | Department | Asset/VIN# | Model Yr | Make/Model | Vehicle Class | Vehicle Group | Date Acq | Cost |
|------|------|-------|------------|------------|----------|-----------------------------------|-----------------------|-------------------|----------|------|
| 606 | V170 | | RPU | 7000390 | 2005 | Int'L Tndm W/ 50' Altec Boom | aerial truck | Heavy Trucks | | |
| 607 | V171 | | RPU | 7000392 | 2004 | Chev 3/4 Ton 4Wd W/Util Body | pickup | Light Vehicles | | |
| 608 | V172 | | RPU | 7000393 | 2004 | Chev 3/4T Diesel 4Wd W/Body | pickup | Light Vehicles | | |
| 609 | V173 | | RPU | 7000394 | 2005 | Int'L 4300 W/ Dump Box | dump truck | Heavy Trucks | | |
| 610 | V174 | | RPU | 7000400 | 2005 | Chev 1/2 Ton 4X4 W/ Body | pickup | Light Vehicles | | |
| 611 | V175 | | RPU | 7000401 | 2004 | Chev Ls 4X4 Ext Cab Pickup | pickup | Light Vehicles | | |
| 612 | V176 | | RPU | 7000402 | 2004 | Honda Civic Hybrid | sedan | Light Vehicles | | |
| 613 | V177 | | RPU | 7000408 | 1995 | Freightliner Tanker Truck | tanker truck | Heavy Trucks | | |
| 614 | V178 | | RPU | 7000409 | 2006 | Aerial Bucket Truck | aerial truck | Heavy Trucks | | |
| 615 | V179 | | RPU | 7000410 | 2005 | Chev 1/2 Ton 4X4 Std Cab | pickup | Light Vehicles | | |
| 616 | V180 | | RPU | 7000411 | 2005 | Chev 1/2 Ton 4X4 Std Cab | pickup | Light Vehicles | | |
| 617 | V181 | | RPU | 7000412 | 2005 | Chev 1/2 Ton 4X4 Std Cab | pickup | Light Vehicles | | |
| 618 | V182 | | RPU | 7000413 | 2005 | Chev 3/4T 4Wd W/Body | pickup | Light Vehicles | | |
| 619 | V183 | | RPU | 7000414 | 2005 | Chev 3/4T 4Wd W/Body | pickup | Light Vehicles | | |
| 620 | V184 | | RPU | 7000420 | 2006 | Chev 1/2 Ton 4X4 Std Cab | pickup | Light Vehicles | | |
| 621 | V421 | | RPU | 7000421 | 2006 | Chev 3/4T 4Wd W/Body | pickup | Light Vehicles | | |
| 622 | V422 | | RPU | 7000422 | 2006 | Chev 3/4T 4Wd W/Body | pickup | Light Vehicles | | |
| 623 | V423 | | RPU | 7000423 | 2007 | Ford F-550 W/40' Boom | aerial truck | Heavy Trucks | | |
| 624 | V424 | | RPU | 7000424 | | Digger Derrick/Telelect D4043 | digger derrick | Heavy Trucks | | |
| 625 | V425 | | RPU | 7000425 | 2006 | Chev 3/4 Ton 4X4 Std Cab | pickup | Light Vehicles | | |
| 626 | V433 | | RPU | 7000433 | 2007 | Chev 1500 1/2 Ton 4X4 Std Cab | pickup | Light Vehicles | | |
| 627 | V434 | | RPU | 7000434 | 2007 | Chev 1500 1/2 Ton 4X4 Std Cab | pickup | Light Vehicles | | |
| 628 | V436 | | RPU | 7000436 | 2007 | Chev 3/4T 4Wd W/Body | pickup | Light Vehicles | | |
| 629 | V437 | | RPU | 7000437 | 2007 | Chev 3/4T 4Wd W/Body | pickup | Light Vehicles | | |
| 630 | V438 | | RPU | 7000438 | 2008 | Navistar Tandem Dump Tr | dump truck | Heavy Trucks | | |
| 631 | V439 | | RPU | 7000439 | 2008 | Navistar Tandem Dump Tr | dump truck | Heavy Trucks | | |
| 632 | V440 | | RPU | 7000440 | 2008 | Navistar W/Digger Derri | digger derrick | Heavy Trucks | | |
| 633 | V442 | | RPU | 7000442 | 2007 | Chev 1500 1/2 Ton 4X4 Ext Cab | pickup | Light Vehicles | | |
| 634 | E112 | | RPU | 7000012 | | Nordskog Electric Kart, Model 280 | forklift | Industrial Equip. | | |
| 635 | E12 | | RPU | 7000019 | | Yamaha Generator | generator | Small Equip. | | |
| 636 | E132 | | RPU | 7000033 | | Raymond Model 20 Electric Forkli | forklift | Industrial Equip. | | |
| 637 | E151 | | RPU | 7000048 | | Track Mobile | misc. power oper. eqp | Small Equip. | | |
| 638 | E153 | | RPU | 7000049 | | Clark 280 Coal Dozer | dozer | Heavy Equip. | | |
| 639 | E154 | | RPU | 7000050 | | Michigan 125C Coal Loader | wheel loader | Heavy Equip. | | |
| 640 | E155 | | RPU | 7000051 | | Power Pallet Truck | forklift | Industrial Equip. | | |
| 641 | E156 | | RPU | 7000052 | | Raymond Fork Truck | forklift | Industrial Equip. | | |
| 642 | E161 | | RPU | 7000058 | | Honda Generator | generator | Small Equip. | | |
| 643 | E18 | | RPU | 7000072 | | Datsun Forklift | forklift | Industrial Equip. | | |
| 644 | E181 | | RPU | 7000074 | | Yamaha Portable Generator | generator | Small Equip. | | |
| 645 | E191 | | RPU | 7000082 | | Cummins Diesel Generator | generator | Small Equip. | | |
| 646 | E204 | | RPU | 7000095 | | Volvo L120 C Loader | wheel loader | Heavy Equip. | | |
| 647 | E208 | | RPU | 7000099 | | Onan Generator - Emerald 6500 | generator | Small Equip. | | |
| 648 | E212 | | RPU | 7000104 | | Honda Nk5196 Generator | generator | Small Equip. | | |
| 649 | E213 | | RPU | 7000105 | | Honda Generator Eq2496 | generator | Small Equip. | | |
| 650 | E35 | | RPU | 7000118 | | Yamaha Generator | generator | Small Equip. | | |
| 651 | E79 | | RPU | 7000154 | | Clifton Transformer Kart | forklift | Industrial Equip. | | |
| 652 | P20 | | RPU | 7000174 | | Ingersoll Rand Air Compressor | air compressor | Small Equip. | | |
| 653 | P27 | | RPU | 7000176 | | Sherman-Reilly Wire Tensioner | wire tensioning eqp. | Small Equip. | | |
| 654 | P28 | | RPU | 7000177 | | Sherman-Reilly Wire Tensioner | wire tensioning eqp. | Small Equip. | | |
| 655 | P29 | | RPU | 7000178 | | Sherman-Reilly Underdawg | misc. power oper. eqp | Small Equip. | | |
| 656 | P32 | | RPU | 7000179 | | Mole: Underground Boring Machine | misc. power oper. eqp | Small Equip. | | |
| 657 | P832 | | RPU | 7000194 | 1995 | Cat Backhoe | backhoe/loader | Heavy Equip. | | |
| 658 | P833 | | RPU | 7000195 | 1996 | Melroe Bobcat Skid Loader | skidsteer loader | Heavy Equip. | | |
| 659 | P834 | | RPU | 7000196 | 1997 | Case Trencher 460 | trencher | Heavy Equip. | | |
| 660 | P835 | | RPU | 7000197 | | John Deere Backhoe 310S | backhoe/loader | Heavy Equip. | | |

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| Line | Veh# | Dept# | Department | Asset/VIN# | Model Yr | Make/Model | Vehicle Class | Vehicle Group | Date Acq | Cost |
|------|------|-------|------------|------------|----------|-----------------------------------|-----------------------|-------------------|----------|------|
| 661 | P836 | | RPU | 7000198 | | Ingersoll Rand Air Compressor - T | air compressor | Small Equip. | | |
| 662 | P838 | | RPU | 7000200 | | Ingersoll Rand Air Compressor 199 | air compressor | Small Equip. | | |
| 663 | P839 | | RPU | 7000201 | | Melrose Bobcat (Slp) | backhoe/loader | Heavy Equip. | | |
| 664 | P840 | | RPU | 7000202 | | Underground Cable Puller | misc. power oper. eqp | Small Equip. | | |
| 665 | R402 | | RPU | 7000203 | | Water Division Rental Boom Truck | flatbed truck | Heavy Trucks | | |
| 666 | T14 | | RPU | 7000206 | 1960 | Cement Saw Trailer | trailer | Trailers | | |
| 667 | T18 | | RPU | 7000209 | 1987 | Towmaster Trailer, Model T-10 | trailer | Trailers | | |
| 668 | T23 | | RPU | 7000211 | 1986 | Towmaster Pole Trailer | trailer | Trailers | | |
| 669 | T24 | | RPU | 7000212 | 1986 | Towmaster Pole Trailer | trailer | Trailers | | |
| 670 | T3 | | RPU | 7000215 | 1989 | Butler Cable Reel Trailer, Mod | trailer | Trailers | | |
| 671 | T31 | | RPU | 7000217 | | Trailer With Water Tank | trailer | Trailers | | |
| 672 | T42 | | RPU | 7000220 | 1989 | Butler Cable Reel Trailer, Mo | trailer | Trailers | | |
| 673 | T43 | | RPU | 7000221 | 1989 | Butler Cable Reel Trailer | trailer | Trailers | | |
| 674 | T44 | | RPU | 7000222 | 1990 | Faim Ft-Trl | trailer | Trailers | | |
| 675 | T45 | | RPU | 7000223 | 1990 | Homemade Two Wheel Boat Trail | trailer | Trailers | | |
| 676 | T47 | | RPU | 7000225 | 1993 | Redi-Haul Pole Trailer | trailer | Trailers | | |
| 677 | T48 | | RPU | 7000226 | 1993 | Redi-Haul Wire Reel Trailer | trailer | Trailers | | |
| 678 | T49 | | RPU | 7000227 | 1993 | K-Bar Trailer | trailer | Trailers | | |
| 679 | T50 | | RPU | 7000228 | 1994 | Cramer Utility Trailer W/80 L | trailer | Trailers | | |
| 680 | T51 | | RPU | 7000229 | 1994 | Redi-Haul Cable Reel Trailer, | trailer | Trailers | | |
| 681 | T52 | | RPU | 7000230 | 1995 | Redi Cable Reel Trailer | trailer | Trailers | | |
| 682 | T53 | | RPU | 7000231 | 1995 | Redi Cable Reel Trailer | trailer | Trailers | | |
| 683 | T54 | | RPU | 7000232 | 1995 | Redi Cable Reel Trailer | trailer | Trailers | | |
| 684 | T55 | | RPU | 7000233 | 1995 | Dz Hauler Trailer | trailer | Trailers | | |
| 685 | T57 | | RPU | 7000235 | 1997 | Redi-Haul Trailer | trailer | Trailers | | |
| 686 | T58 | | RPU | 7000236 | 1997 | Redi-Haul Reel Trailer | trailer | Trailers | | |
| 687 | T59 | | RPU | 7000237 | 1998 | Redi-Haul Tiltbed Trailer | trailer | Trailers | | |
| 688 | T60 | | RPU | 7000238 | 1999 | Jamie'S Welding 12' X 6' Util | trailer | Trailers | | |
| 689 | T62 | | RPU | 7000240 | 1999 | Slp Bobcat Trailer | trailer | Trailers | | |
| 690 | P42 | | RPU | 7000329 | | Mini-Derrick | misc. power oper. eqp | Small Equip. | | |
| 691 | T64 | | RPU | 7000330 | | Pole Dolly Trailer | trailer | Trailers | | |
| 692 | T63 | | RPU | 7000331 | 2000 | 12' X 6 Mower Trailer | trailer | Trailers | | |
| 693 | T65 | | RPU | 7000335 | 2001 | 2001 Pittman Trailer | trailer | Trailers | | |
| 694 | T66 | | RPU | 7000339 | 2000 | Hallmark Enclosed Trailer | trailer | Trailers | | |
| 695 | T67 | | RPU | 7000349 | | Rice Reel Trailer | trailer | Trailers | | |
| 696 | P841 | | RPU | 7000350 | | Bobcat 322 Excavator | trencher | Heavy Equip. | | |
| 697 | T68 | | RPU | 7000351 | | Rice Reel Trailer | trailer | Trailers | | |
| 698 | E233 | | RPU | 7000371 | | Caterpillar Forklift | forklift | Industrial Equip. | | |
| 699 | T69 | | RPU | 7000376 | | 3-Reel Turret Trailer | trailer | Trailers | | |
| 700 | T70 | | RPU | 7000381 | 2003 | Reel Trailer, 3500 Lb. | trailer | Trailers | | |
| 701 | T71 | | RPU | 7000382 | 2003 | Reel Trailer, 3500 Lb. | trailer | Trailers | | |
| 702 | T72 | | RPU | 7000383 | 2003 | Reel Trailer, 3500 Lb. | trailer | Trailers | | |
| 703 | P843 | | RPU | 7000391 | | Manitou Forklift | forklift | Industrial Equip. | | |
| 704 | E251 | | RPU | 7000416 | | Caterpillar Forklift S6996-Dsl | forklift | Industrial Equip. | | |
| 705 | P848 | | RPU | 7000417 | 2005 | Cat Backhoe 446D | backhoe/loader | Heavy Equip. | | |
| 706 | E253 | | RPU | 7000419 | | Caterpillar Electric Forklift | forklift | Industrial Equip. | | |
| 707 | T428 | | RPU | 7000428 | 2007 | Alum Line Water Main Brk Trl | trailer | Trailers | | |
| 708 | T429 | | RPU | 7000429 | 2007 | Towmaster Trailer, Model T-20 | trailer | Trailers | | |
| 709 | T430 | | RPU | 7000430 | 2007 | Towmaster Trailer, T-14T | trailer | Trailers | | |
| 710 | T431 | | RPU | 7000431 | 2007 | Rice Pole Trailer, Model 15K | trailer | Trailers | | |
| 711 | T432 | | RPU | 7000432 | 2007 | Rice Pole Trailer, Model 15K | trailer | Trailers | | |
| 712 | V444 | | RPU | 7000444 | 2008 | Workhorse Chassis W/Utili Body | heavy truck | Heavy Trucks | | |

Count 712

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of 4

MRU COMPUTATIONS

[illegible]

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

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MRU COMPUTATIONS

| Class # | Vehicle Group | Vehicle Class | Number of Vehicles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------|-------------------|-----------------------------|--------------------|-----|------------------------|----------------|--------------------------|--------------------------------|-----------------------|--------------|----------------------------|-------------------|------------------|---------------|----------|---------------------|--------------|-----------------------------|----------------|-------------------------|----------------------------|------------------|------------------------|-------------------------|--------------------------------|-------|---------------------|------------|-------------------|------------------|------------------------|-------|-------------------------------|--------------------|-------------------------|
| | | | Transit | RPU | Other City Agencies | | | | | | | | | | | | | | | | | | | | | | | | | | | Total | | | |
| | | | | | Administration-Library | Animal Control | Bldg Inspection Services | Building Safety Administration | City Hall Maintenance | Construction | Engineering Administration | Fire Garage/Fleet | Fire Suppression | Flood Control | Forestry | Golf Administration | Graham Arena | Housing Inspection Services | Infrastructure | MCC Building Operations | National Volleyball Center | Park & Rec Admin | Parking Administration | Parking Ramp Operations | Parking StreetMeter Operations | Parks | Police Garage/Fleet | Recreation | Recreation Center | Sewer Collection | Storm Water Management | | Street Maintenance Operations | Traffic Operations | Water Reclamation Plant |
| 37 | Heavy Equip. | backhoe/loader | | 4 | | | | | | | | | | | 1 | | | | | | | | | | 3 | | | | | | 4 | | | 12 | |
| 38 | Heavy Equip. | trencher | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | |
| 39 | Heavy Equip. | roller | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 | | 5 | |
| 40 | Heavy Equip. | grader | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 | | 4 | |
| 41 | Heavy Equip. | wheel loader | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 4 | | 6 | |
| 42 | Heavy Equip. | skidsteer loader | | 1 | | | | | | | | | | | | | | | | | | | | | 1 | | | | | | 1 | | 1 | 4 | |
| 43 | Heavy Equip. | specialty farm eqp | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 3 | | 3 | |
| 44 | Heavy Equip. | belt loader | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | | 2 | |
| 45 | Heavy Equip. | dozer | | 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 2 | |
| 46 | Heavy Equip. | excavator | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 1 | |
| 47 | Heavy Equip. | paver | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 1 | |
| Subtotal, Heavy Equip. | | | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 4 | 42 | |
| 36 | Grounds Equip. | farm tractor | | | | | | | | | | | | | 6 | | | | | | | | | | 3 | | | | | | 3 | | 1 | 13 | |
| 50 | Grounds Equip. | mower | | | | | | | | | | | 4 | 24 | | | | | | | | | | 20 | | | | | | | | 1 | | 49 | |
| 51 | Grounds Equip. | utility cart | | | | | | | | | | | 1 | 1 | 17 | | | | 2 | | | | 1 | 10 | | | | | | | | 4 | | 36 | |
| 58 | Grounds Equip. | misc. grounds maint. equip. | | | | | | | | | | | | | 20 | | | | | | | | 7 | | | | | | | | | 5 | | 32 | |
| Subtotal, Grounds Equip. | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 67 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 6 | 130 | |
| 48 | Industrial Equip. | forklift | | 10 | | | | | | | | | | | | | | | 3 | | | | | 1 | | | | | | | | 1 | 1 | 16 | |
| 49 | Industrial Equip. | scissor lift | | | | | | | | | | | | | | 1 | | | 1 | | | | | | | | | 2 | | | | | | 4 | |
| 52 | Industrial Equip. | floor sweeper/scrubber | | | | | | | | | | | | | | 1 | | | 7 | 1 | | | 1 | 2 | | | | | | | | | | 13 | |
| Subtotal, Industrial Equip. | | | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 11 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 33 |
| 53 | Small Equip. | air compressor | | 3 | | | | | | | | | | | | | | | | | | | | 1 | | | | | | | 1 | | | 7 | |
| 54 | Small Equip. | boat | | | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | | | 2 | |
| 55 | Small Equip. | chipper | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | |
| 56 | Small Equip. | misc. power oper. eqp | | 5 | 1 | | | | | | | 3 | | | 1 | | | | | | | | | 1 | | | | | | | 1 | 5 | 2 | 1 | 23 |
| 57 | Small Equip. | generator | | 8 | | | | | | | | | | | | | | | | | | | | 3 | | | | | | | | | | 9 | |
| 59 | Small Equip. | wire tensioning eqp. | | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 2 | |
| Subtotal, Small Equip. | | | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 7 | 2 | 2 | 45 |
| 60 | Trailers | tank trailer | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 5 | 5 |
| 61 | Trailers | trailer | | 39 | | | | | | | | 2 | | | | | | | | | | | | | | | | | | | | 4 | | 45 | |
| Subtotal, Trailers | | | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 50 |
| Total Vehicles | | | 44 | 172 | 2 | 3 | 12 | 1 | 4 | 2 | 20 | 31 | 4 | 11 | 1 | 71 | 6 | 4 | 3 | 14 | 1 | 1 | 1 | 4 | 1 | 88 | 61 | 1 | 4 | 11 | 1 | 95 | 13 | 25 | 712 |

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

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MRU COMPUATIONS (Continued)

| Class | Group | Chatham | MRF | Number of MRUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Total | | | |
|-------|-----------------------|---------------------------------|------|----------------|------|------------------------|----------------|--------------------------|--------------------------------|-----------------------|--------------|----------------------------|-------------------|------------------|---------------|----------|---------------------|--------------|-----------------------------|----------------|-------------------------|----------------------------|------------------|------------------------|-------------------------|---------------------------------|-------|---------------------|------------|-------------------|------------------|------------------------|-------------------------------|-------|--------------------|-------------------------|-------|
| | | | | Transit | RPU | Other City Agencies | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Administration-Library | Animal Control | Bldg Inspection Services | Building Safety Administration | City Hall Maintenance | Construction | Engineering Administration | Fire Garage/Fleet | Fire Suppression | Flood Control | Forestry | Golf Administration | Graham Arena | Housing Inspection Services | Infrastructure | MCC Building Operations | National Volleyball Center | Park & Rec Admin | Parking Administration | Parking Ramp Operations | Parking Street/Meter Operations | Parks | Police Garage/Fleet | Recreation | Recreation Center | Sewer Collection | Storm Water Management | Street Maintenance Operations | | Traffic Operations | Water Reclamation Plant | |
| 1 | Light Vehicles | sedan | 1.0 | 0.0 | 4.0 | 0.0 | 0.0 | 1.0 | 1.0 | 2.0 | 0.0 | 5.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 24.0 | |
| 2 | Light Vehicles | wagon | 0.8 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | |
| 3 | Light Vehicles | minivan | 1.2 | 0.0 | 1.2 | 1.2 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 8.4 | |
| 4 | Light Vehicles | SUV/Suburban | 1.3 | 0.0 | 1.3 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 2.6 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 9.1 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 28.6 | | |
| 5 | Light Vehicles | van | 1.3 | 0.0 | 6.5 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.4 | | |
| 6 | Light Vehicles | pickup | 1.5 | 0.0 | 66.0 | 0.0 | 3.0 | 13.5 | 0.0 | 1.5 | 3.0 | 19.5 | 6.0 | 0.0 | 4.5 | 0.0 | 1.5 | 1.5 | 0.0 | 4.5 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 31.5 | 0.0 | 1.5 | 1.5 | 4.5 | 1.5 | 15.0 | 9.0 | 4.5 | 196.5 |
| 7 | Light Vehicles | utility truck | 1.7 | 0.0 | 5.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.8 | | |
| | | Subtotal, Light Vehicles | | 0.0 | 84.9 | 1.2 | 4.3 | 17.1 | 1.0 | 4.7 | 3.0 | 27.1 | 16.1 | 0.0 | 4.5 | 0.0 | 1.5 | 1.5 | 4.0 | 4.5 | 1.5 | 0.0 | 0.0 | 0.0 | 1.2 | 1.5 | 35.8 | 19.9 | 1.5 | 1.5 | 4.5 | 1.5 | 16.3 | 11.2 | 4.5 | 276.3 | |
| 8 | Medium Trucks | step van | 1.4 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | | |
| 9 | Medium Trucks | medium truck | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 | | |
| | | Subtotal, Medium Trucks | | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 9.4 | | |
| 10 | Emerg. Light Vehicles | patrol sedan | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 54.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 55.5 | | |
| 11 | Emerg. Light Vehicles | sedan unmarked | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | | |
| | | Subtotal, Emerg. Light Vehicles | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 64.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.0 | | |
| 12 | Emergency Trucks | fire brush truck | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | | |
| 13 | Emergency Trucks | fire tanker | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.4 | | |
| 14 | Emergency Trucks | rescue truck | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 6.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.2 | | |
| 15 | Emergency Trucks | fire engine | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.5 | | |
| 16 | Emergency Trucks | fire ladder/platform truck | 8.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16.8 | | |
| | | Subtotal, Emergency Trucks | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 63.0 | 17.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 80.5 | | |
| 18 | Transit Demand Rte | demand route bus | 9.0 | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.0 | | |
| | | Subtotal, Demand Bus | | 45.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.0 | | |
| 19 | Transit Fixed Rte | fixed route bus | 12.5 | 487.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 487.5 | | |
| | | Subtotal, Fixed Bus | | 487.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 487.5 | | |
| 17 | Heavy Trucks | antique fire engine | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.0 | | |
| 20 | Heavy Trucks | vacuum truck | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 2.4 | | |
| 21 | Heavy Trucks | ice resurfacers | 2.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 10.0 | | | |
| 22 | Heavy Trucks | aerial truck | 7.3 | 0.0 | 58.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 | 0.0 | 0.0 | 7.3 | 7.3 | 0.0 | 102.2 | | | |
| 22 | Heavy Trucks | flatbed truck | 2.8 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 25.2 | | |
| 23 | Heavy Trucks | heavy truck | 2.9 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 2.9 | 5.8 | 40.6 | | |
| 23 | Heavy Trucks | street sweeper | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 120.8 | 0.0 | 0.0 | 120.8 | | |
| 24 | Heavy Trucks | flusher truck | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 5.8 | | | |
| 25 | Heavy Trucks | tanker truck | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | | |
| 26 | Heavy Trucks | wrecker | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | | |
| 27 | Heavy Trucks | dump truck | 3.3 | 0.0 | 29.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 0.0 | 0.0 | 6.6 | 0.0 | 79.2 | 0.0 | 125.4 | | |
| 28 | Heavy Trucks | armored vehicle | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0</ | | | | | | | | | | | |

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

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MRU COMPUATIONS (Continued)

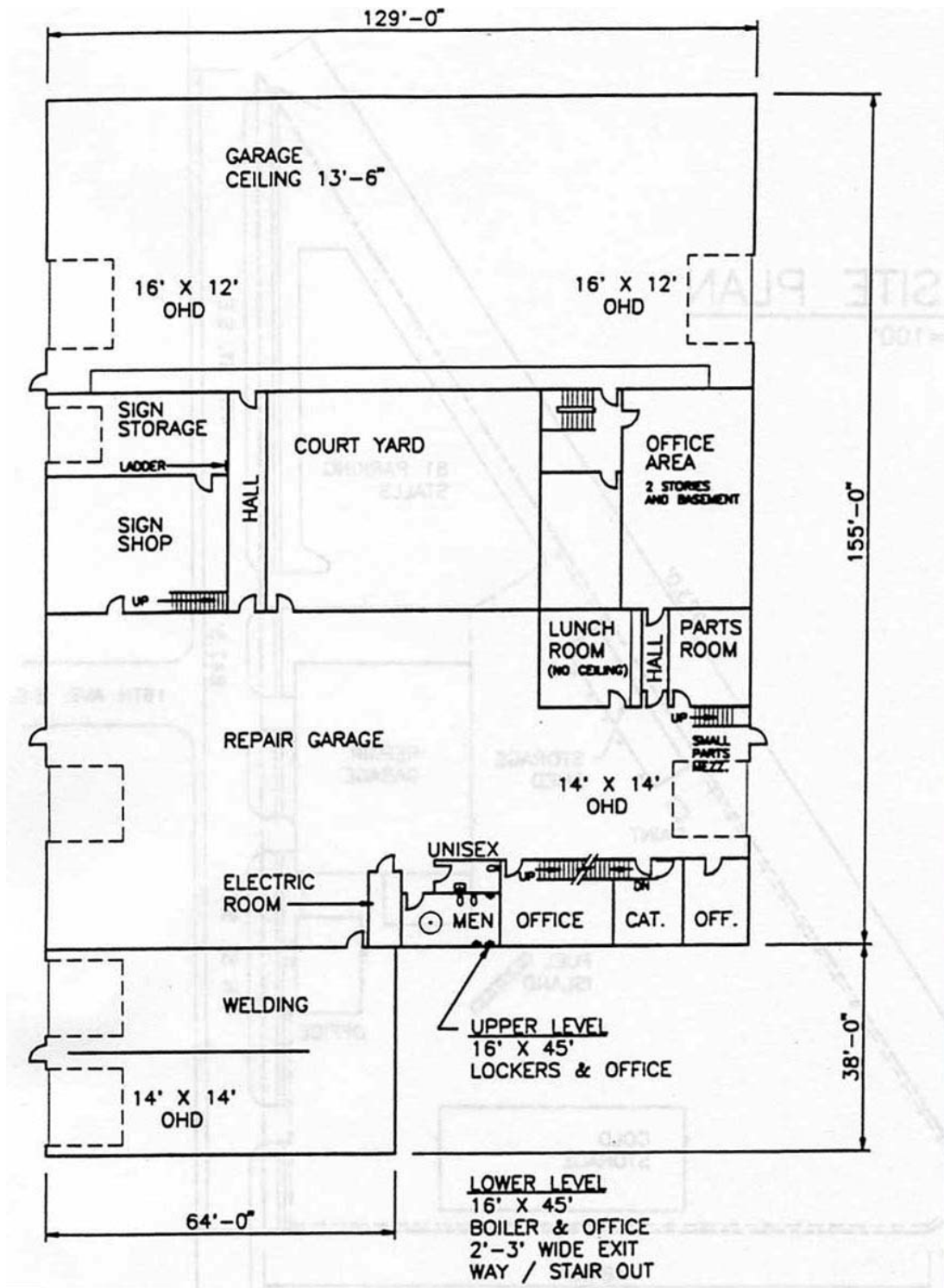
| Class | Group | Chatham | MRF | Number of MRUs | | | | | | | | | | | | | | | | | | | | | | | | | | | | Total | | | | |
|-----------------------------|-------------------|-----------------------------|------|----------------|-------|------------------------|----------------|--------------------------|--------------------------------|-----------------------|--------------|----------------------------|-------------------|------------------|---------------|----------|---------------------|--------------|-----------------------------|----------------|-------------------------|----------------------------|------------------|------------------------|-------------------------|---------------------------------|-------|---------------------|------------|-------------------|------------------|-------|------------------------|-------------------------------|--------------------|-------------------------|
| | | | | Transit | RPU | Other City Agencies | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | Administration-Library | Animal Control | Bldg Inspection Services | Building Safety Administration | City Hall Maintenance | Construction | Engineering Administration | Fire Garage/Fleet | Fire Suppression | Flood Control | Forestry | Golf Administration | Graham Arena | Housing Inspection Services | Infrastructure | MCC Building Operations | National Volleyball Center | Park & Rec Admin | Parking Administration | Parking Ramp Operations | Parking Street/Meter Operations | Parks | Police Garage/Fleet | Recreation | Recreation Center | Sewer Collection | | Storm Water Management | Street Maintenance Operations | Traffic Operations | Water Reclamation Plant |
| 37 | Heavy Equip. | backhoe/loader | 2.7 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 32.4 | |
| 38 | Heavy Equip. | trencher | 2.6 | 0.0 | 5.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | | |
| 39 | Heavy Equip. | roller | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 10.0 | |
| 40 | Heavy Equip. | grader | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 0.0 | 17.2 | |
| 41 | Heavy Equip. | wheel loader | 10.0 | 0.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 40.0 | 0.0 | 0.0 | 60.0 | |
| 42 | Heavy Equip. | skidsteer loader | 2.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 2.4 | 9.6 | |
| 43 | Heavy Equip. | specialty farm eqp | 4.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12.9 | 0.0 | 12.9 | |
| 44 | Heavy Equip. | belt loader | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 2.8 | | |
| 45 | Heavy Equip. | dozer | 7.2 | 0.0 | 7.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.2 | 0.0 | 0.0 | 14.4 | | |
| 46 | Heavy Equip. | excavator | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.4 | 0.0 | 0.0 | 4.4 | | |
| 47 | Heavy Equip. | paver | 3.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 3.2 | | |
| Subtotal, Heavy Equip. | | | | 0.0 | 45.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 98.0 | 0.0 | 15.3 | 172.1 | |
| 36 | Grounds Equip. | farm tractor | 1.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 1.5 | 19.5 | |
| 50 | Grounds Equip. | mower | 1.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.2 | 0.0 | 31.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 26.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 63.7 | | |
| 51 | Grounds Equip. | utility cart | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.9 | 15.3 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 9.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 | 32.4 | | |
| 58 | Grounds Equip. | misc. grounds maint. equip. | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 0.0 | 16.0 | |
| Subtotal, Grounds Equip. | | | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.1 | 0.9 | 65.5 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 43.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.0 | 0.0 | 6.4 | 131.6 | |
| 48 | Industrial Equip. | forklift | 1.8 | 0.0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 | 1.8 | 28.8 | | |
| 49 | Industrial Equip. | scissor lift | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | | |
| 52 | Industrial Equip. | floor sweeper/scrubber | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 16.1 | 2.3 | 0.0 | 2.3 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.9 | |
| Subtotal, Industrial Equip. | | | | 0.0 | 18.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 3.7 | 0.0 | 0.0 | 22.9 | 2.3 | 0.0 | 2.3 | 4.6 | 0.0 | 1.8 | 0.0 | 0.0 | 2.8 | 0.0 | 0.0 | 0.0 | 1.8 | 1.8 | 64.3 |
| 53 | Small Equip. | air compressor | 0.6 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 1.2 | 0.0 | 4.2 | |
| 54 | Small Equip. | boat | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | | |
| 55 | Small Equip. | chipper | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.6 | | |
| 56 | Small Equip. | misc. power oper. eqp | 1.6 | 0.0 | 8.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 1.6 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.8 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 8.0 | 3.2 | 1.6 | 36.8 | |
| 57 | Small Equip. | generator | 0.5 | 0.0 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 4.5 | | |
| 59 | Small Equip. | wire tensioning eqp. | 1.1 | 0.0 | 2.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.2 | | |
| Subtotal, Small Equip. | | | | 0.0 | 16.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.6 | 0.0 | 3.9 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 0.0 | 2.2 | 0.0 | 9.2 | 3.2 | 2.1 | 53.1 | |
| 60 | Trailers | tank trailer | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.5 | 4.5 | | |
| 61 | Trailers | trailer | 0.6 | 0.0 | 23.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 0.0 | 27.0 | |
| Subtotal, Trailers | | | | 0.0 | 23.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.4 | 0.0 | 4.5 | 31.5 | |
| Total MRUs | | | | 532.5 | 340.8 | 2.8 | 4.3 | 17.1 | 1.0 | 4.7 | 3.0 | 27.1 | 89.8 | 17.5 | 16.8 | 0.9 | 74.1 | 12.7 | 4.0 | 4.5 | 26.2 | 2.3 | 1.5 | 2.3 | 6.7 | 1.5 | 155.9 | 88.5 | 1.5 | 6.8 | 30.0 | 1.5 | 373.5 | 26.4 | 47.9 | 1,926.1 |

APPENDIX B: Schematics of Existing Facilities

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Schematic B-1

EXISTING LAYOUT OF PUBLIC WORKS FLEET MAINTENANCE FACILITY

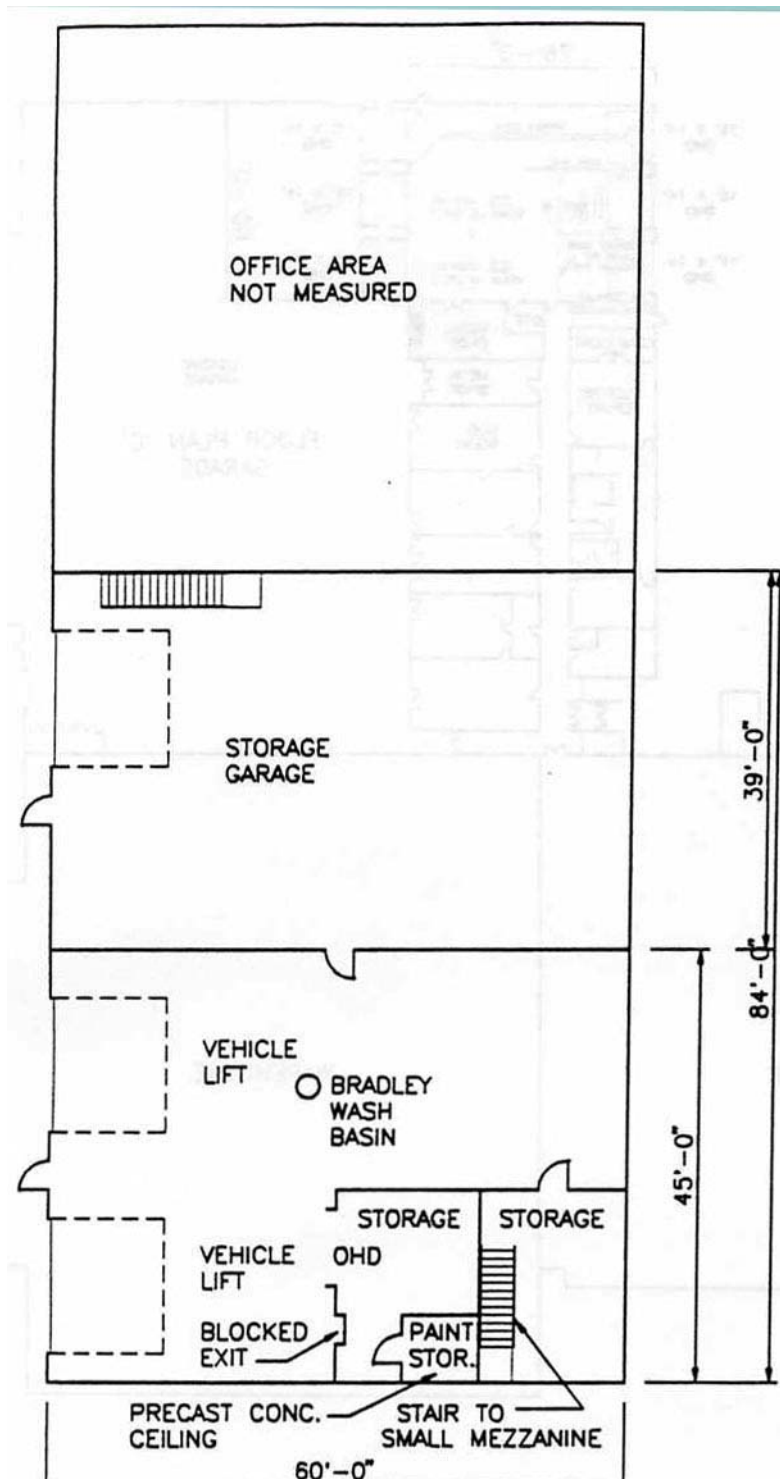


Scale: 1 inch = 30 ft.

Source: Bonestone, Rosene, Anderlik & Associates, "Operations and Facility Assessment Study,"
November 21, 1996

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION
EXISTING LAYOUT OF PARK AND RECREATION FLEET MAINTENANCE FACILITY

Schematic B-2



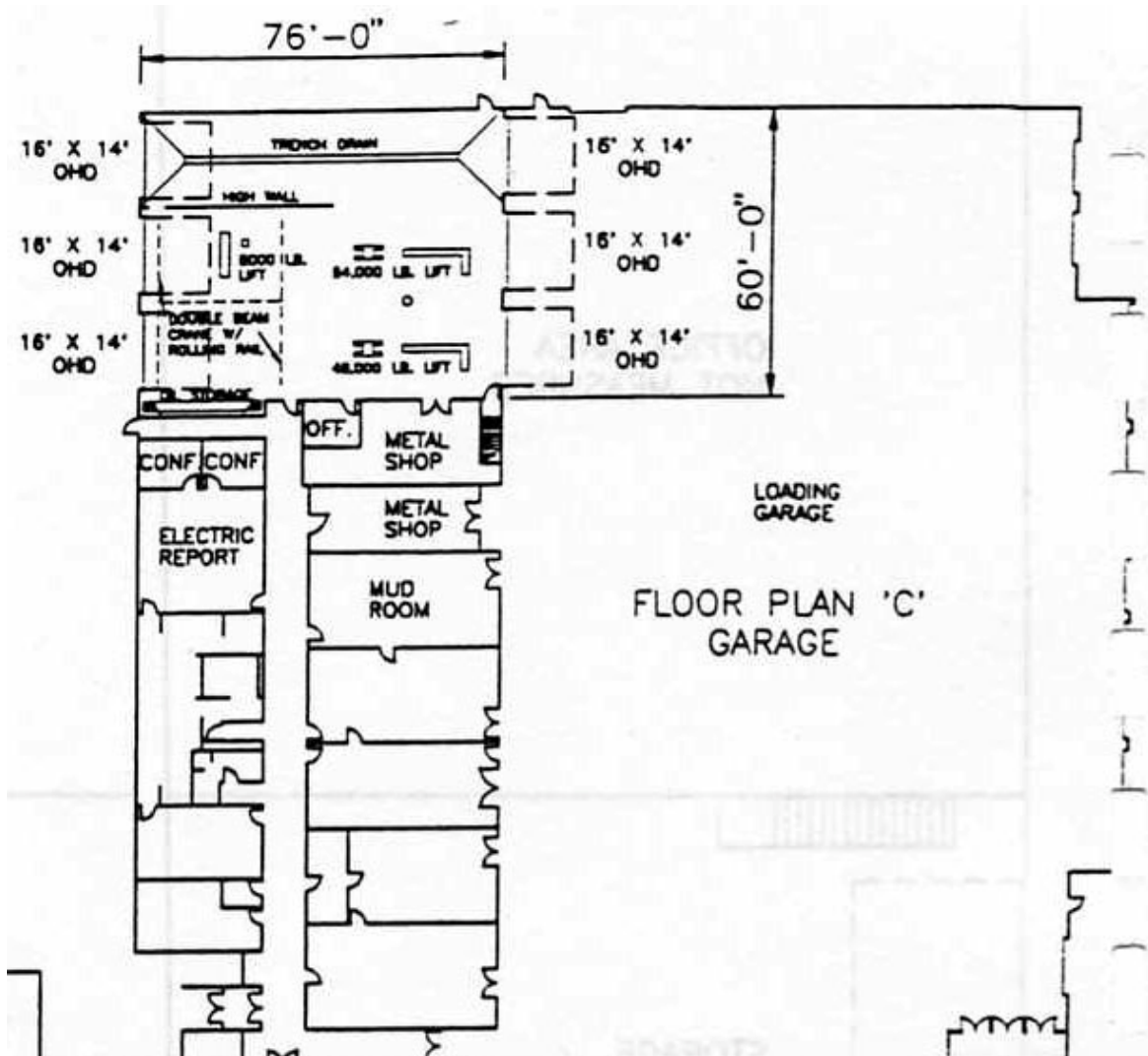
Scale: 1 inch = 20 ft.

Source: Bonestone, Rosene, Anderlik & Associates, "Operations and Facility Assessment Study,"
November 21, 1996

CITY OF ROCHESTER
FLEET MAINTENANCE FACILITY PLANNING AND CONSOLIDATION EVALUATION

Schematic B-3

EXISTING LAYOUT OF RPU FLEET MAINTENANCE SHOP



Scale: 1 inch = 40 ft.

Source: Bonestone, Rosene, Anderlik & Associates, "Operations and Facility Assessment Study,"
November 21, 1996